

# THE ILLUSTRATED LONDON NEWS

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## PEACE OR WAR IN IRELAND? THE RIGHT HON. DAVID LLOYD GEORGE, WHOSE IRISH POLICY HAS BEEN OVERWHELMINGLY APPROVED BY PARLIAMENT.

Mr Lloyd George received an overwhelming mandate from Parliament to continue the Irish negotiations when, on October 31, the Unionist vote of censure was rejected by 439 votes to 43, a majority of 396 in favour of the Government. In his great speech on that occasion, he made it clear that there were limits of concession to SinnFein beyond which the Government would not go, and he uttered a solemn warning as to the alternative of civil war. "I cannot conceal from the House," he said, "that I may have to make the grim announcement

that it is impossible to settle without danger or dishonour. . . . If the Empire is to be mutilated and Ireland established as an alien country on our most vulnerable sea-flank. . . . if an arrangement like this is insisted upon, which will mean that the fires of civil war are to rage at our doors between Catholic and Protestant, while we look on without safeguard or authority, then Britain, I feel confident, will make the necessary sacrifices. . . . But we must be convinced. . . . We shall seek every path that leads to an honourable peace."





By G. K. CHESTERTON.

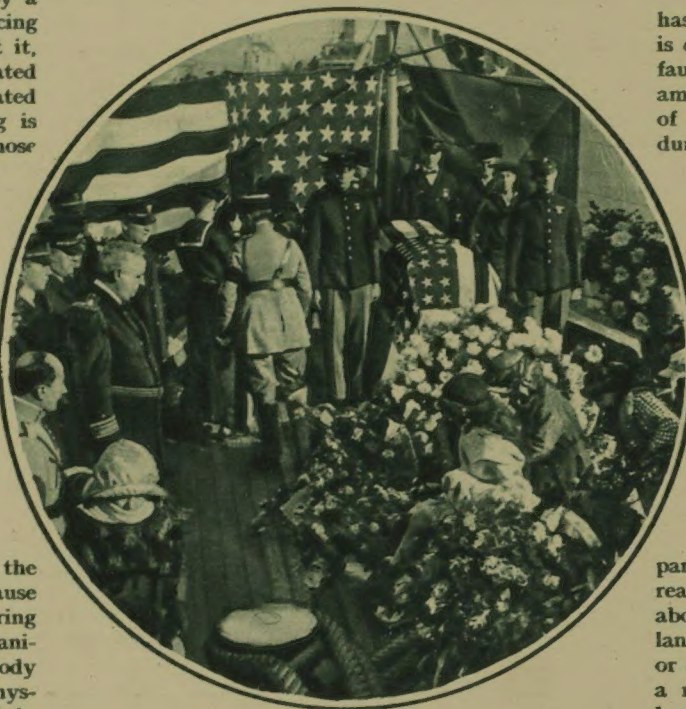
IN connection with the recent revival of "Ruddigore" there is something like a curiosity of literature—or rather, of insensibility to literature. Many of our journalists recalled certain protests apparently made against the song of the "Darned Mounseer," on the ground that it would offend the French nation. One of them even declares that it was actually resented by a Frenchman, a Frenchman with the unconvincing name of Johnson. Certainly, if he did resent it, he did small justice either to the logic associated with his nationality or the common-sense associated with his name. But the extraordinary thing is that the English journalists, or those whose remarks I have read, do not seem to see the joke any more than he did. What none of them seem to notice was the very obvious fact that it is not chaff of the French at all. It is exclusively chaff of the English. I do not take it thus seriously, for I like to see the English, as well as the French, enjoy a joke against themselves. But the joke certainly is against themselves. And these journalists can hardly be said to enjoy it, since they apparently do not see it. The whole point of the "Darned Mounseer" song is that the Englishman was afraid to fight the Frenchman—or at any rate was unable to fight the French ship. The whole joke of saying that "to fight a French fal-lal is like a-hitting of a gal" is that the English ship really beat a hasty retreat because the French fal-lal was a French frigate, firing very heavy guns. The irony is in the magnanimous gesture with which a man spares somebody from whom he is fleeing for his life. If the mysterious Monsieur Johnson had leapt to his feet in fury because the blood of all the Johnsons was boiling in his veins at an affront to England, I could have understood the incident. That he or anybody else should suppose it was an affront to France is one of the marvels and mysteries of the human mind.

Gilbert, in short, in so far as he had any satiric intention at all, was obviously satirising British Jingoism, as he was in that other patriotic song in "Pinafore"—the song in which the Englishman is praised for his good taste in deciding to be born in England. "For he might have been a Russian, a French or Turk or Prussian." If all those four Great Powers had withdrawn their Ambassadors in protest against the arrogant English patriotism of that remarkable patriotic song, the incident would not have been more ironical than the incident of the French Mr. Johnson. Nor was that incident the only one in which the same strange mistake was made about this great English satirist when he satirised England. I remember much the same murmur of apprehension about the possible moral effect of "The Mikado." Some people seemed really to fear that it would be felt as too keen an insult by the new Power in the Far East. They seemed to be under the extraordinary delusion that "The Mikado" is a satire on Japan. I cannot at the moment recall a single word in it which satirises Japan. The inhabitants of Japan are not sent to hear sermons by mystical Germans who preach from ten till four. There is nothing specially Japanese about advertising quack medicines; and it would be a very mild retribution, by Oriental standards,

to punish it with amateur dentistry. Autograph-hunting is not peculiar to Japs; nor even children unduly precise about historical dates. "The idiot who praises in enthusiastic tone all centuries but this and every country but his own" is not a characteristic Japanese figure; far from it. I should guess that the modern Japanese had only too

weakness of England. Or at least it is one of the two chief marks of England; and the other is this queer unconsciousness and pachydermatous good-nature, which can receive full in its face a blast of satire against England, and feel a faint compassion for the wounded feelings of Japan.

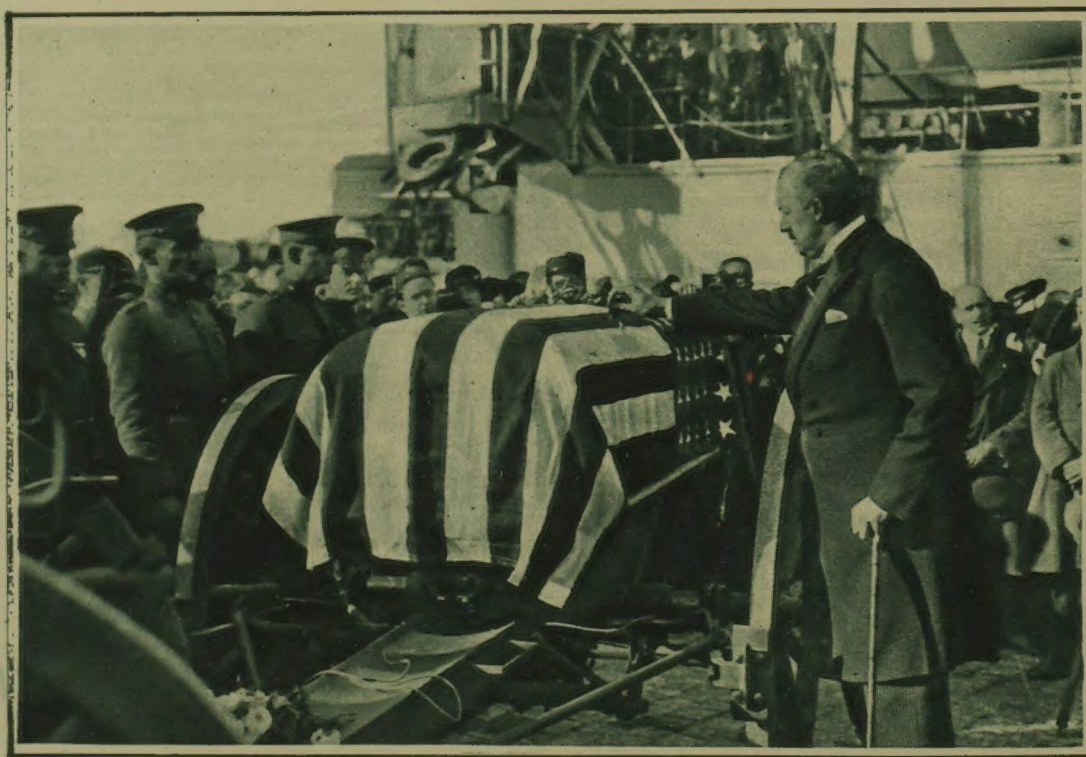
This eccentric absent-mindedness in the English has something innocent and genial about it; it is doubtful whether it can be classed among their faults; but it is certain that it can be classed among their misfortunes. Half the misfortunes of modern England come from the fact that, during the last four centuries, we allowed all kinds of power to slip into the hands of certain kinds of men; so that the legislature, the judiciary, the services of national defence, the seats of education, and even the powers of popular propaganda, ceased to be checks on each other, and became the monotonous echoes of one much too comfortable mood. We had not officials distinct from politicians, as in France; or a President opposed to the politicians, as in America; or a peasantry indifferent to politics, as over a great part of the earth; or a priesthood rooted in that peasantry, appealing to interests beyond the earth. The gentleman was allowed to do everything, even to cease to be a gentleman; or at least to go into partnership with a profiteer. For instance, we read in a newspaper some important judgment about a bargain between railway directors and a landlord; and the form of the thing may be critical or controversial. But we know by this time that a rich railway director is himself very likely to be playing the squire somewhere, and therefore is himself a landlord. He is very likely to be not only a landlord but a lord. That is, in one form or another, he is very likely to be a Member of Parliament. Finally, there is certainly nothing whatever to prevent his owning a newspaper, or a large number of newspapers. Thus, when the newspaper speaks of the Government arbitrating upon the relations of the landlord with the railway, it is, in a sense, merely Lord Robinson speaking of Lord Robinson arbitrating upon the relations of Lord Robinson with Lord Robinson. In other words, that worthy nobleman is really and genuinely in the position of Pooh Bah. When scandals arose in politics, this is how they were unfortunately hushed up, instead of becoming crying scandals, as they do in France or America. Pooh Bah really did summon himself before himself, and let himself off with a caution. As Chancellor of the Exchequer he really did so cook the accounts that as Lord High Auditor he never discovered the error. In some cases, unfortunately, he did exhibit the chief characteristic of Pooh Bah—the preservation of dignity with the loss of honour. But even where the governing class was honourable, the class has been far too much of a clique. Consequently, the mass of the people know far too little about their own politics—so little that they do not even know when their own politics are being made fun of. The people are indeed very patriotic; but in



FRANCE BIDS FAREWELL TO THE AMERICAN UNKNOWN SOLDIER: FRENCH CHILDREN LAYING FLOWERS AS THEY FILED PAST THE COFFIN ON BOARD THE "OLYMPIA" AT HAVRE.

Photograph by Alfieri.

much satisfaction with their own imperial destiny, and with the modernity which has given them militarism and the manufacturing system. The admirable character of Pooh-Bah, who combined all sorts of political offices with a comfortable



"FRANCE WILL NEVER FORGET": M. MAGINOT PLACING THE CROSS OF THE LEGION OF HONOUR ON THE COFFIN OF THE AMERICAN UNKNOWN SOLDIER ON THE QUAY AT HAVRE.

The coffin containing the body of the American Unknown Soldier, who is to be buried in the national cemetery at Arlington, was brought from Paris to Havre by special train on October 25. With it came M. Maginot, French Minister of Pensions, and Generals Allen and Rogers, of the U.S. Army. At Havre, hundreds of school-children scattered flowers on the coffin, which was borne in procession to the quay. In placing upon it the Cross of the Legion of Honour, M. Maginot said: "France will never forget that he gave his last dream to her." The coffin was then taken aboard the U.S. cruiser "Olympia," famous as Admiral Dewey's flag-ship at the Battle of Manila, to be conveyed to America.—[Photograph by I.B.]

inconsistency, does not strike one as at all typical either of the vices or virtues of the East. I doubt if we could find Pooh-Bah in Japan, still less in China. It is easy enough to find him in England. That comfortable inconsistency is the chief

order to show it they have almost to wait for a war; they are not allowed to show it in peace. And, worst of all, the governing class has degenerated in quality without increasing in quantity; and become less aristocratic but not more democratic.



# EX-KING KARL'S "PUTSCH": THE FIRST PHOTOGRAPHS.

PHOTOGRAPHS SUPPLIED BY THE EAST PRESS AGENCY, BUDAPEST.



USED BY EX-KING KARL TO FLY INTO HUNGARY: THE AEROPLANE "JUNKER 59," WHOSE OWNERS HAVE SEIZED PROPERTY OF HIS TO PAY FOR IT.



SUCCESSFUL IN OVERCOMING THE EX-KING'S ATTEMPT TO REGAIN THE THRONE: THE REGENT OF HUNGARY, ADMIRAL HORTHY, ADDRESSING TROOPS.



BEFORE HIS CAPTURE AND INTERNMENT AT TIHANY MONASTERY: EX-KING KARL (IN CAR) AT BICSKE, WHERE HE TALKED TO INHABITANTS.



WEARING THEIR CURIOUS FEATHERED HATS: TROOPS THAT SUPPORTED EX-KING KARL LEAVING SOPRON TO ADVANCE ON BUDAPEST.



TEARING UP RAILWAY LINES TO PREVENT THE APPROACH OF EX-KING KARL: HUNGARIAN GOVERNMENT TROOPS AT WORK.



NEAR BUDAÖRS, WHERE THE GOVERNMENT TROOPS DEFEATED THE KARLISTS: GOVERNMENT OFFICERS GIVING ORDERS.



EQUIPPED FOR THE MOST PART WITH STEEL HELMETS: HUNGARIAN GOVERNMENT TROOPS ON THE MARCH, PASSING A CALVARY.



THE COMMANDER OF THE KARLIST FORCES: MAJOR OSTENBURG.



CAPTURED BY THE TROOPS OF THE HUNGARIAN GOVERNMENT: GENDARMES OF MAJOR OSTENBURG'S FORCES.

After the failure of his attempt to regain by force the throne of Hungary, and his capture by the troops of Admiral Horthy's Government, the ex-King Karl and his wife, ex-Queen Zita, were interned in the monastery of Tihany, on Lake Baraton. The Hungarian Government declared its readiness to send the ex-King to any place chosen by the Powers, and took steps to obtain his abdication. According to reports, he indignantly refused to abdicate, and it was suggested that he should consequently be deposed. The Council of Ambassadors, representing the Powers, discussed possible places of exile for him, and both

Madeira and Malta were mentioned. A British gunboat selected to take him on board could not reach Budapest owing to the lowness of the Danube, and it was said that he would be taken to Galatz and placed on board H.M.S. "Cardiff." Later it was stated that he was to embark in a monitor at Duna Földvár, fifty miles below Budapest, on November 1. Two motor-cars belonging to him, and about £1500 to his credit in Swiss banks, were, it is said, taken by the Ad Astra Aero Co., of Zurich, to pay for the aeroplane (valued at £3000) in which he and his wife escaped from Switzerland to Hungary.



# "THEIR NAME LIVETH FOR EVERMORE": NOTABLE WAR MEMORIALS.

PHOTOGRAPHS BY TOPICAL, FARRINGTON PHOTO CO., SPORT AND GENERAL, J.B., TOPPING (GLASGOW), TOPICAL, AND "COUNTRY LIFE."



THE LANGLEY WAR MEMORIAL: THE BISHOP OF BUCKINGHAM (LEFT) AND LORD LINCOLNSHIRE, WHO UNVEILED IT.



OUTSIDE WINCHESTER CATHEDRAL: THE MEMORIAL TO HAMPSHIRE, ISLE OF WIGHT, AND WINCHESTER MEN UNVEILED BY GENERAL SEELY.



LORD LINCOLNSHIRE UNVEILING THE LANGLEY MEMORIAL: THE FLAG FALLING.



THE KENNINGTON WAR MEMORIAL: THE UNVEILING IN ST. MARK'S CHURCHYARD.



UNVEILED BY THE SECRETARY FOR SCOTLAND: THE HAWICK WAR MEMORIAL—PLACING WREATHS



LORD DERBY AT WARRINGTON: UNVEILING THE MEMORIAL TO THE 4TH BATTALION, PRINCE OF WALES'S VOLUNTEERS.



UNVEILED BY THE DUKE OF CONNAUGHT: THE WESTMINSTER SCHOOL WAR MEMORIAL, DESIGNED BY SIR ROBERT LORIMER, A.R.A.

The war memorial to eighty-eight men of the village of Langley, Buckinghamshire, erected outside the Actors' Orphanage there, was unveiled on October 30 by the Marquess of Lincolnshire. The Bishop of Buckingham dedicated it. The monument was designed by Mr. Bannister Fletcher.—At Winchester on Oct. 31, Major-Gen. Seely, Lord-Lieutenant of Hampshire, unveiled the memorial to men of Hampshire, Isle of Wight, Winchester, and those lost in H.M.S. "Hampshire," with Lord Kitchener. It commemorates 7541 men of the Hampshire Regiment, and 460 citizens of Winchester. Let into the pavement below the monument is an oblong stone from the old Cloth Hall at Ypres, given by the Mayor of that city, and inscribed "Ypres."—The memorial cross

unveiled by Mr. H. G. Purchase, M.P. for Kennington, in the churchyard of St. Mark's, was dedicated by the Bishop of Southwark.—The war memorial in Wilton Park, Hawick, N.B., was unveiled by Sir Robert Munro, Secretary for Scotland, on October 30. The bronze figure represents "Youth."—On the same day Lord Derby unveiled in the Drill Hall, Warrington, a memorial to 48 officers and 699 men of the 4th Battalion, Prince of Wales's Volunteers.—The Duke of Connaught unveiled on October 29, in the ancient hall known as "School" at Westminster School, the memorial to 220 old Westminsters who fell in the war. It bears a Latin inscription composed by Mr. John Sargeant, a former master at the school.



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY SWAINE, RUSSELL, ELLIOTT AND FRY, BASSANO, MILES AND KAYE, BERESFORD, TOPICAL, DURN, AND LAFAYETTE.



APPOINTED CHIEF JUSTICE OF THE MADRAS HIGH COURT: MR. W. G. S. SCHWABE, K.C.



THE NEW LORD RAGLAN: MAJOR FITZROY RICHARD SOMERSET (WHO SUCCEEDS HIS FATHER).



MODERATOR, PRESBYTERIAN CHURCH OF ENGLAND: THE REV. IVOR J. ROBERTSON.



PATHOLOGIST, PHYSICIAN, AND LITURGICAL EXPERT: THE LATE DR. J. WICKHAM LEGG.



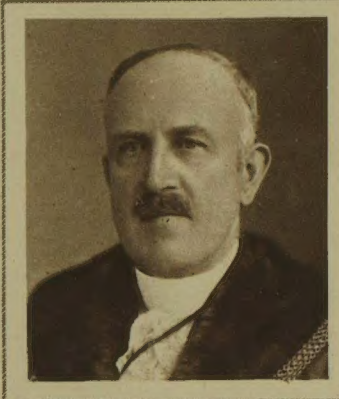
TO COMMAND THE R.A.F. IN EGYPT: AIR VICE-MARSHAL SIR E. L. ELLINGTON.



FOUND SHOT IN HIS BEDROOM: THE LATE MR. R. V. BANKES, K.C., A LONDON MAGISTRATE.



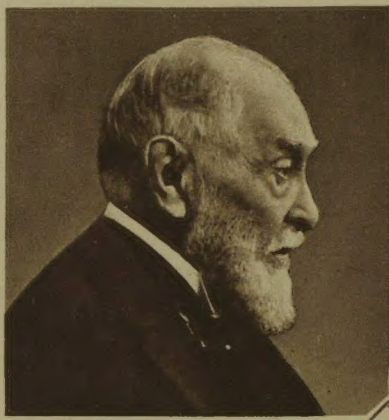
ONE OF THE NEW CITY SHERIFFS: MR. H. DE COURCY MOORE.



ONE OF THE NEW CITY SHERIFFS: MR. G. MILLS MCKAY.



PROFESSOR OF PHYSIOLOGY IN THE UNIVERSITY OF LONDON: THE LATE PROFESSOR F. A. BAINBRIDGE.



RECIPIENT OF AN ADDRESS ON THE OCCASION OF HIS 90TH BIRTHDAY: MR. FREDERIC HARRISON.



THE NEW LORD MAYOR OF LONDON: SIR JOHN JAMES BADDELEY.



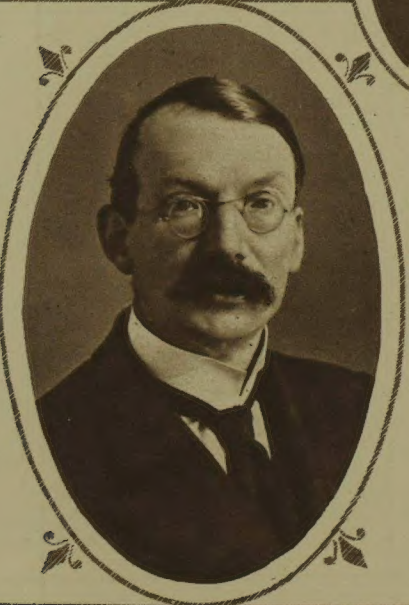
A RESIGNATION: SIR BASIL H. THOMSON, DIRECTOR, SPECIAL BRANCH, SCOTLAND YARD.



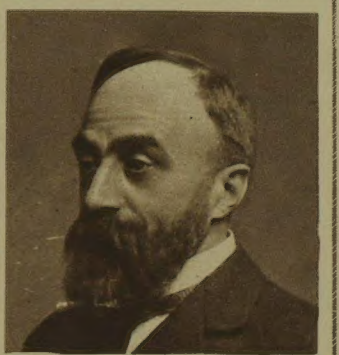
THE NEW LADY MAYORESS OF LONDON: LADY BADDELEY, WHO IS ALSO A MAGISTRATE.



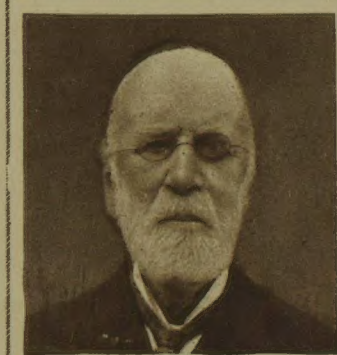
APPOINTED TO THE UNIVERSITY CHAIR OF HISTORY AT HOLLOWAY COLLEGE: MISS HILDA JOHNSTONE, M.A.



MOVER OF THE VOTE OF CENSURE ON THE GOVERNMENT ON OCTOBER 31: COL. JOHN GRETTON, M.P.



THE DEATH OF A FAMOUS SCOTTISH EXPLORER: THE LATE DR. W. S. BRUCE.



THE "FATHER" OF THE HOUSE OF LORDS: THE LATE EARL OF DUCIE.



A WELL-KNOWN MINING ENGINEER DEAD: THE LATE PROFESSOR F. E. ARMSTRONG.

Mr. W. G. S. Schwabe is the author of "The Effect of War on the Stock Exchange."—The new Lord Raglan, eldest son of the late Peer, served with the Egyptian Army from 1913 to 1918, and then became a Political Officer in Palestine.—The Rev. Ivor J. Robertson is Minister of the Presbyterian Church in Regent Square.—Dr. John Wickham Legg was formerly tutor and physician to Queen Victoria's fourth-son, the late Duke of Albany. Later, he took up the study of liturgy, and became a well-known authority.—Sir E. L. Ellington was previously Director-General of Supply and Research, Royal Air Force.—Professor F. A. Bainbridge died suddenly on October 27, aged only 47.—Mr. Frederic Harrison, the veteran publicist and man of letters, kept his

ninetieth birthday at Bath on October 18.—Sir John Baddeley, the new Lord Mayor, is founder and head of Baddeley Brothers, die-sinkers, medallists, and engravers. Lady Baddeley was recently appointed a Magistrate for the County of London.—Dr. W. S. Bruce was best known for his Antarctic expedition of 1902, in the "Scotia." Latterly he had been in Spitzbergen.—Lord Ducie, who died on October 28, aged ninety-four, entered the House of Lords over sixty-eight years ago.—Professor F. E. Armstrong held the Chair of Mining at Sheffield University.—We regret also to record the death of Mr. H. B. Marriott Watson, the famous novelist. He had not been photographed lately, and the only portrait procurable was fourteen years old.



# UNKNOWN SOLDIERS OF ITALY AND AMERICA; AN INDIAN MEMORIAL; A ROYAL FAREWELL; AND OTHER OCCASIONS.

PHOTOGRAPHS BY L.N.A., TOPICAL, C.N., P.I.C., SPORT AND GENERAL, AND KEYSTONE VIEW CO. DRAWING BY STEVEN SPURRIER, R.O.I.



FOR THE TOMB OF ITALY'S UNKNOWN WARRIOR: A TABLET ON THE ALTARE DELLA PATRIA.



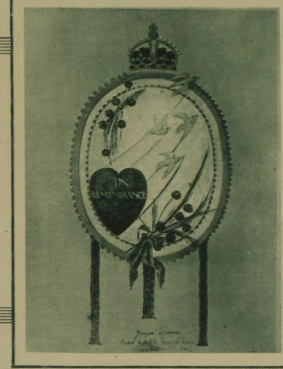
AT BRIGHTON TO UNVEIL THE INDIAN GATEWAY: THE MAHARAJA OF PATIALA INSPECTING THE GUARD OF HONOUR.



TAKING CANONICAL POSSESSION OF THE ROMAN CATHOLIC SEE OF DUBLIN: THE MOST REV. DR. BYRNE (IN MIDDLE) IN A PROCESSION AT THE PRO-CATHEDRAL.



TO LAY A WREATH ON THE U.S. WARRIOR'S GRAVE: MRS. MCCUDDEN AT LIVERPOOL, WEARING HER SON'S DECORATIONS.



A MUCH-CRITICISED DESIGN: THE WREATH TO BE PLACED ON THE U.S. UNKNOWN WARRIOR'S GRAVE.



TO COMMEMORATE BRIGHTON'S CARE OF INDIAN WOUNDED: THE MEMORIAL GATEWAY UNVEILED BY THE MAHARAJA OF PATIALA.



ROYAL FAREWELLS AT VICTORIA: (L. TO R.) THE DUKE OF YORK, PRINCESS MARY, THE KING, THE PRINCE OF WALES, AND THE QUEEN.



PRINCESS MARY AT BUXTON, TO LAY THE STONE OF THE DEVONSHIRE HOSPITAL'S NEW WING: INSPECTING NURSES.



THE DIVISION IN THE COMMONS ON THE VOTE OF CENSURE: THE UNIONIST "DIE-HARDS" SEATED WHILE COALITIONISTS, LIBERALS, AND LABOUR MEMBERS GO INTO THE LOBBY.



REMOVED TO THE PICCADILLY SIDE OF THE GREEN PARK: THE FAMOUS GATES OF DEVONSHIRE HOUSE.



THE GREEK PREMIER IN LONDON: (L. TO R.) M. GOUNARIS (SECOND FROM LEFT), M. BALTAZZIS, AND THE GREEK AMBASSADOR.

The burial of Italy's Unknown Warrior was arranged to take place in Rome on November 4. Eleven coffins, containing the bodies of unidentified soldiers, were brought from various war cemeteries on the Italian front, and placed in the cathedral at Aquileia. A number of bereaved mothers and widows kept an all-night vigil there, and in the morning one of them laid a white flower on one of the coffins. Thus was the "Unknown" chosen. The other ten it was arranged should be buried at Aquileia simultaneously with the ceremony at Rome. The tablet illustrated was designed by the Italian sculptor, Signor Boninsegna. Small replicas are sold for the benefit of Italian war orphans.—At Brighton, on October 26, Major-General the Maharaja of Patiala unveiled the Indian Memorial Gateway at the Royal Pavilion, given by the Princes and people of India, in gratitude for the care of wounded Indian soldiers. A Guard of Honour was furnished by the Brighton College O.T.C. The gateway was designed by Mr. Thomas Tyrwhitt.—Dr. E. J. Byrne has succeeded the late Archbishop Walsh in the Roman Catholic See of Dublin.—Mrs. McCudden, mother of the famous airman, the late Major McCudden, V.C.,

was chosen to lay a British tribute on the grave of the American Unknown Warrior. The wreath, whose design has been much criticised, shows the heart of the British nation carried by peace doves towards America. The heart will be of Scottish heather bordered by Irish shamrock. The centre of the wreath will be a mass of white flowers, with a golden border of chrysanthemums.—The beautiful iron gates of Devonshire House, Piccadilly, have been secured permanently for London by the Office of Works, and are being re-erected close by at the Piccadilly end of the avenue in the Green Park leading to the Victoria Memorial. They are said to date from the early eighteenth century.—When the Prince of Wales left for India on October 26, he took leave of the King and Queen and Princess Mary at Victoria. The Duke of York and Prince Henry went with him to Portsmouth.—Princess Mary, on October 29, laid the stone of a new wing of the Devonshire Hospital at Buxton. Our photograph shows her with the Chairman, followed by the Duke and Duchess of Devonshire.—M. Gounaris, the Premier of Greece, and M. Baltazzis, Foreign Minister, recently arrived in London.—[Drawing Copyrighted in the U.S. and Canada.]



# BOOKS OF THE DAY

By J. D. SYMON.

VOLUMES of memories and portraits are largely represented among the new books, and one of them contains fresh reminiscences and glimpses of the writer to whom the linked title, "Memories and Portraits," belongs of right. In "MEMORIES AND NOTES" (Arnold; 18s.), Sir Sidney Colvin calls up for the most part the "figures of famous men with whom he came early in life into contact, close or casual as the case might be. He sketches his boyhood in East Suffolk. He was brought up on Walter Scott. 'To my mother I cannot be too grateful for one thing: she set me reading 'Rob Roy' aloud to her when I was eight years old; the other Waverleys followed; and subsequent years have only deepened and confirmed my delight in the imaginary world of which I was thus early made free.' Before he was fifteen Sir Sidney, undirected, discovered Spenser, devoured the "Faery Queen," and set about doing his best to imitate it. Among his earliest recollections is that of John Ruskin, whose "Queen of the Golden River" he had as a gift from Ruskin's mother, who also used to treat her visitor to the famous sherry of Ruskin, Telfer and Domecq, and a slice of plum cake. The "next great admiration" of his life was for Burne-Jones; and from him it is but a step to Rossetti, whom he sketches as a humourist no less than as a mystic. The "Wombat" verses, not here quoted, are fairly familiar, but Rossetti as a writer of Limericks will be a revelation to many. Those given in full are not just in the first flight, but it is too bad of Sir Sidney to deny us the last three lines of—

There's an eminent critic called Colvin  
Whose writings the mind may revolve in—

Wild horses, he says, will not drag from him the sequel, and, although the curious may grieve, after all it is his most personal and private affair and none of our business.

Among the Stevenson memories is one that will be welcomed especially by those to whom "A Child's Garden of Verses" is almost (we say it with all reverence) a new testament. It was during a visit to Sir Sidney Colvin at Hampstead, and Stevenson had called his host to come and watch a group of girl children skipping.

"Was there ever," exclaimed R.L.S., "such heavenly sport? Had I ever seen anything so beautiful? Kids and a skipping-rope—most of all that blessed youngest kid with the broken nose who didn't know how to skip—nothing in the whole wide world had ever made him half so happy in his life before."

Memories of Gladstone, Victor Hugo, Meredith, and lesser people make up the sum of a book that counts in literary history; but in many significant pages, nothing, I think, carries deeper meaning than the idyll of R.L.S. and the skipping children.

Very varied experiences are recorded in "DAYS AND WAYS OF AN OLD BOHEMIAN," by Major

FitzRoy Gardner (John Murray; 16s.), for the author has, in his publisher's phrase, "been most things that a decent, honourable man can be." Major Gardner's backward glances at his childhood and boyhood afford a remarkable picture of London of the 'Sixties. One of his most vivid early memories is the welcome of Princess Alexandra. He recalls the Rugby of Temple's days, when the Arnold tradition was still strong. Young Gardner sent to the *Daily News* an account of Temple's farewell to the school, and the paper printed it. That was the first journalistic essay of one who was to count among his many rôles that of pressman. Major FitzRoy Gardner is best known, however, as Tree's manager for many

Chatham, and P.O. on the Rhine. He fancied that that appointment would close the list of the many parts he has played in his time, and was ending his story there, when hey presto! he was whisked off to be a Control Officer in Upper Silesia. Hence an additional chapter of racy story-telling. For first-rate gossip and yarns, this book will be hard to beat; but why didn't someone correct the proofs more scrupulously and save a few absurd and teasing misprints? Of one thing be sure; the author may be an old boy, but he preserves the best qualities of years and youth, and is not, by any supposition, in his anecdote.

From a different angle of life Lord Frederick Hamilton makes another pleasant contribution to his autobiography. "HERE, THERE AND EVERYWHERE" (Hodder and Stoughton; 15s.), which surveys mankind from China to Peru in no metaphorical sense, claims to be less a book of reminiscences than a recapitulation of various personal experiences in many lands. Lord Frederick has a rich vein of humour and a graphic pen. In a chapter on China, an aside, apropos of one's helplessness in a foreign country the language of which one does not understand, is too precious to miss, although it concerns not the author but his youngest brother, who, being in the Piræus without modern Greek, was on the point of falling a victim to a taxi-driver's extortion. Hot with indignation, he summoned up memories of the Greek Testament, and, with the ingenious coinage, "O taxianthrope, mē genoito!" ("O taximan, God forbid!") surprised Jehu into moderation. If Mr. Gardner was fortunate in his memories of Rugby, Lord Frederick Hamilton is equally happy in his glimpses of Harrow.

Another book of memories bridges by one life the years that reach back to the days of Metternich, who appears as "Grandpapa" in "THE DAYS THAT ARE NO MORE" (Nash; 10s. 6d.). The author is the great statesman's grandchild, Princess Pauline Metternich, daughter of the fine Hungarian horseman, Count Sandor. As a very little girl she met Fanny Elssler the dancer, made her a curtsy, at Metternich's bidding, and volunteered "the five positions." The episode gave Metternich the opportunity for a *mot*: "Up to now," he said to Elssler, "you have not been thrown into the shade by my granddaughter." The book throws many curious sidelights on diplomatic Europe, past and present, and gives entertaining glimpses of the Empress Eugénie's Court. The strangest chapter is that describing how Paris society in 1863 dabbled in Spiritualism with the help of the notorious medium Daniel Douglas Home.

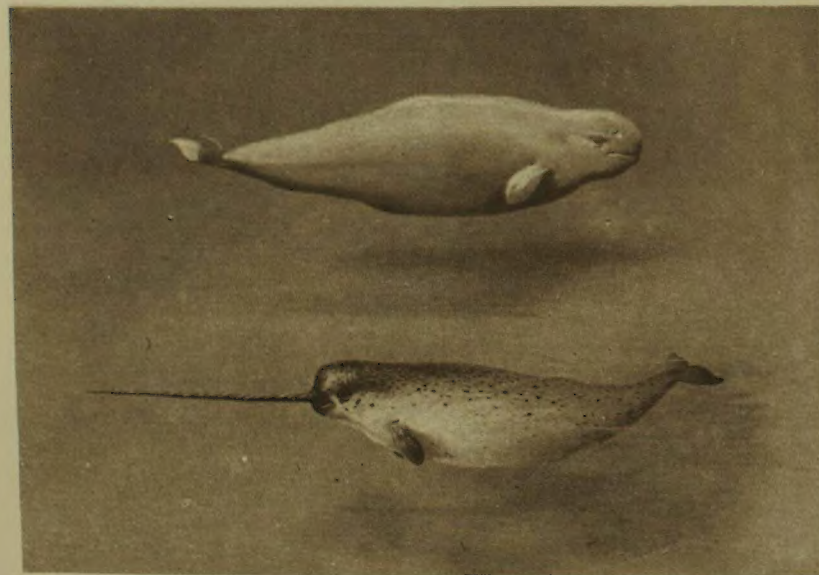


THE "WOLF OF THE SEAS"; AND A GREGARIOUS TYPE: (ABOVE) THE KILLER OR GRAMPUS; (BELOW) THE PILOT WHALE.

"The Killer often visits the British coasts in summer. . . . It has been known to ascend rivers, even as far up as Chelsea on the Thames, where three were seen in 1890. The Killer is fierce and rapacious . . . the wolf of the seas. . . . The Pilot Whale is very gregarious . . . often seen in large herds which appear to be under an experienced leader. . . . In Quendale Bay, Shetland, 1540 were killed in about 2 hours on September 22, 1845."

From a Colour-Plate in "British Mammals," Vol. II., by A. Thorburn, F.Z.S. By Courtesy of the Publishers, Messrs. Longmans, Green and Co.

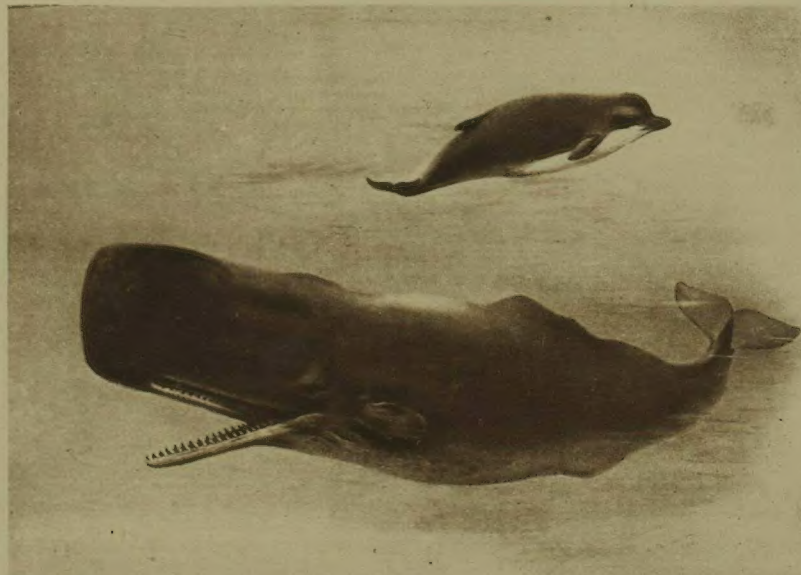
years. Of that actor-manager he has many shrewd and kindly things to say. All Bohemian London seems to have been an open book to this author, and his theatrical engagements carried him to India, China, and America. At sixty, in 1914, he enlisted as a private and rose to be A.P.M. of



THE UNICORN OF THE SEA: AND A WHALE THAT LOWS LIKE AN OX: THE NARWHAL (BELOW), AND (ABOVE) THE WHITE WHALE.

"The Narwhal, or 'Unicorn' of the whalers, attains from 13 to 16 ft., excluding the tusk. The tusk or 'horn,' peculiar to the male, tapers to a blunt point and has a spiral twist from left to right. It measures from 5 to 8 ft. in length. . . . This species keeps chiefly to the ice in the Arctic seas, and only on very rare occasions has visited the British coasts. . . . The White Whale (or Beluga) . . . is very lively and playful." It often makes a noise like the faint lowing of an ox. The skin is used as "porpoise leather" for boots.

From a Colour-Plate in "British Mammals" Vol. II., by A. Thorburn, F.Z.S. By Courtesy of the Publishers, Messrs. Longmans, Green and Co. (See Review on page 622.)



GIVER OF SPERM OIL, SPERMACETI, AND AMBERGRIS: THE SPERM WHALE, OR CACHALOT (BELOW); AND THE BOTTLENOSED WHALE (ABOVE).

The volume mentioned below (noticed on page 622) deals with many other creatures besides whales. The sperm is the largest of the toothed whales, being sometimes over 60 ft. long. The females are much smaller. The blubber furnishes sperm oil; the stomach, ambergris; and the head, spermaceti. Shakespeare says ("Henry IV.," I. 1, 3): "The sovereign'st thing on earth is parmaceti, for an inward bruise." The Bottle-Nosed Whale is dangerous to harpoon, because of its downward rushes.



# REVEALED BY A CHIMNEY COLLAPSE: HEREFORD'S 14TH-CENTURY HALL.

Drawings and Photographs by Mr. Herbert Skyrme, M.S.A., Architect for the Restoration.



EXISTING IN THE REIGN OF RICHARD II.: ROOF TIMBERS IN THE BOOTH HALL HOTEL, HEREFORD—PART OF CUSPED PANELS TO TIE-BEAM PRINCIPALS.



MENTIONED IN A DOCUMENT DATED 1392: THE "TENEMENT CALLED BOOTHEHALLE"—WIND-BRACES AND KING POST TO ROOF PRINCIPAL.



14TH CENTURY: TIE-BEAM AND HAMMER-BEAM PRINCIPALS AND FRAMING.

WHILE some builders' men were repairing a modern chimney-breast in the kitchen department at the end of the Booth Hall Hotel, Hereford, last June, the whole of the stack, which was simply placed against the adjoining property without any tie or support, totally collapsed, demolishing portions of the roof, ceiling of bedrooms above, and bringing a mass of debris into the kitchen below. Its fall exposed to view some fine old oak beams and rafters, and, on closer inspection, portions of carved and moulded work were found. Members of the Hereford Woolhope Club, a local antiquarian society, prevailed upon the owners, Messrs. Arnold, Perrett and Co., brewers, of Wickwar, to restore the old building. They agreed to do so, spending a large sum of money, and great thanks are due to them for sparing the beautiful roof to all lovers of our ancient architecture. On further examination, three handsome hammer-beam principals and two tie-beam principals

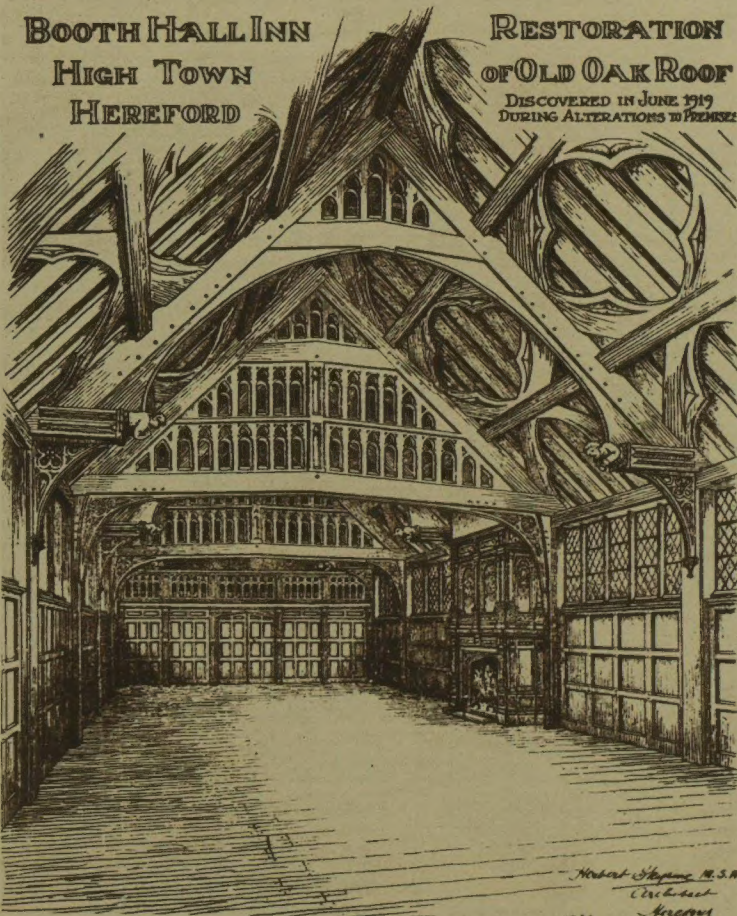
(Continued in Box 2.)



LIKE A GARGOYLE: CARVING ON PART OF THE HAMMER-BEAM ROOF PRINCIPALS.

were discovered, the hammer-beams having carved brackets with figure-heads, and the tie-beam principals with panelled king posts containing beautiful tracery panels. Cusped wind-braces between the principals decorate and strengthen the structure, giving a very handsome appearance to this beautiful roof. The sides of the building contained a small portion of half-timbered oak framing in a very decayed condition. The structure undoubtedly stood exposed on the four sides, like the old Market Halls which once existed in the county; but, owing to the encroachments of the modern brick building which abutted against the structure on its three sides, the greater portion of its main framing had been removed and only a few uprights remained, filled in with brick. As far as possible this was preserved, and similar timber has been used. The positions of the old windows were found, and mul-

(Continued in Box 3.)



THE ANCIENT BOOTH HALL RESTORED TO ITS ORIGINAL DIMENSIONS (42 FT. BY 27 FT.), EMBODYING OLD TIMBER: THE ROOM AS IT NOW IS.

lioned windows of a similar character have been placed in the openings. A fireplace with oak mantelpiece has been inserted, and all has been done to preserve the ancient features and to make the building of some use; with the result that a fine room, measuring 42 ft. by 27 ft., which represents the full space of the discovered portion, has been retained. It now forms part of the hotel, and is open to the public as one of the most interesting relics of old Hereford. The official opening took place on October 27. Local antiquaries state that in the reign of Richard II. a license was granted to the Chief Bailiff (a dignitary raised in 1384, according to Richard's charter, to Mayor) of the city and others to purchase the Booth Hall tenement and site for a municipal building and court. Subsequently the place was used as a house of detention for freemen or their sons who had committed minor offences

(Continued below.)

Continued.] which could be purged by payment of a fine, and also for bankrupts. In 1565 it served as a town hall for Welsh traders, and thereafter as the headquarters of the Mercers Company. The earliest mention of the hall appears to be that in a license granted in February 1393, by King Richard II., to the Mayor and commonalty of the city, to acquire the messuage belonging to Thomas Chippenham and two others because they had no house in which sessions of justice could be held. A grant of the same premises in the previous year, September 1392, from Henry Cachepolle to the same Thomas Chippenham and two others, describes it

as the "Tenement called Boothehalle," and there thus appears to be little doubt that the Mayor and citizens purchased a hall ready built, and not merely a site on which to build one. The very early architectural style of the woodwork (early fourteenth century) makes it probable that the present remains date from before 1392. The restoration has been carried out by Mr. Herbert Skyrme, M.S.A., of Hereford, who gave his services gratuitously. Messrs. Collins and Godfrey, of Tewkesbury, did the roof work; and Messrs. Martyns, Ltd., of Cheltenham, the panelling and fireplace.—[Drawing Copyrighted in the U.S. and Canada.]

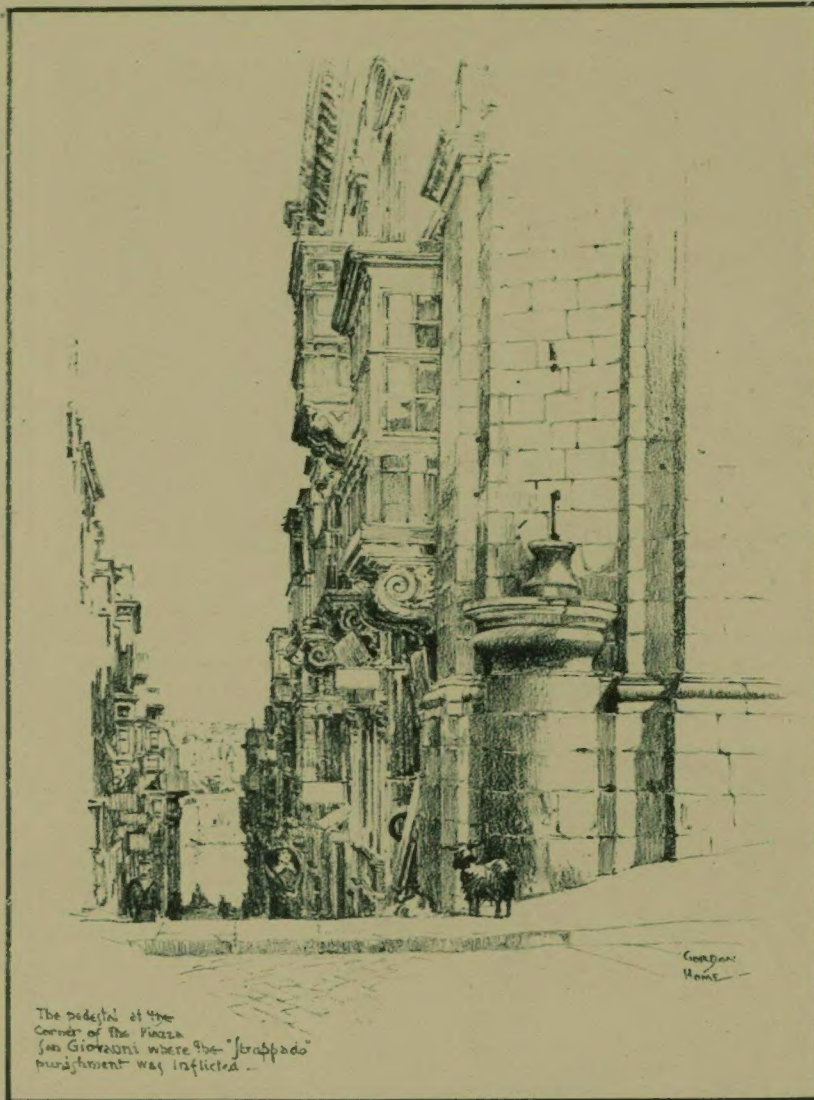


# A HALTING-PLACE FOR THE PRINCE OF WALES: VALETTA.

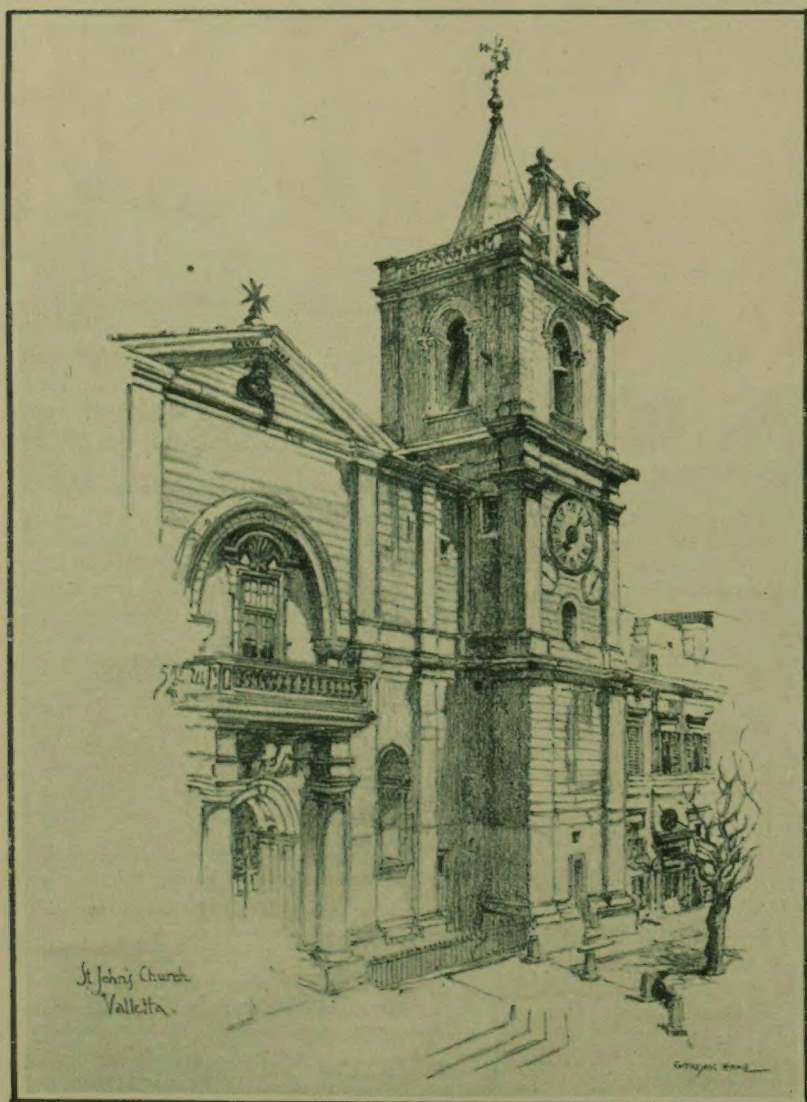
DRAWINGS BY MAJOR GORDON HOME.



IN MALTA'S CAPITAL: AFTERNOON IN THE STRADA FORNI, VALETTA—SHOWING ST. AUGUSTINE'S CHURCH ON THE LEFT.

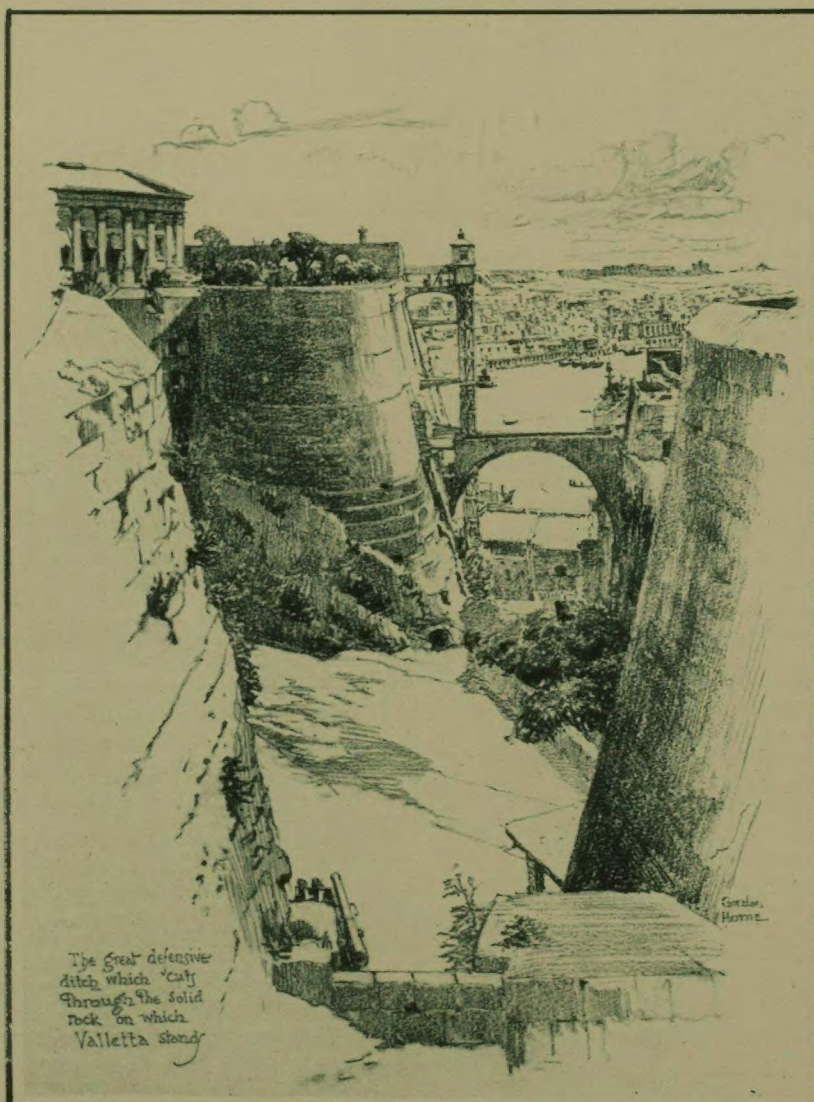


WHERE THE "STRAPPADO" PUNISHMENT WAS FORMERLY INFLICTED: THE PEDESTAL AT THE CORNER OF THE PIAZZA GIOVANNI, VALETTA.



VISITED BY THE PRINCE OF WALES DURING HIS RECENT STAY IN MALTA: ST. JOHN'S CATHEDRAL AT VALETTA.

Major Gordon Home's drawings, made recently in Malta, are of special interest just now in view of the inauguration of the new Parliament there by the Prince of Wales. In a note on the upper right-hand subject on this page, Major Gordon Home says: "The building of which one side is shown in the drawing was, under the rule of the Knights of Malta, used for the Courts of Justice. On the pedestal at the angle the punishment of the 'strappado' was inflicted. The criminal was placed on the pillar and his arms were hauled up by a cord



CUT THROUGH THE SOLID ROCK ON WHICH THE CITY IS BUILT: THE GREAT DEFENSIVE DITCH AT VALETTA.

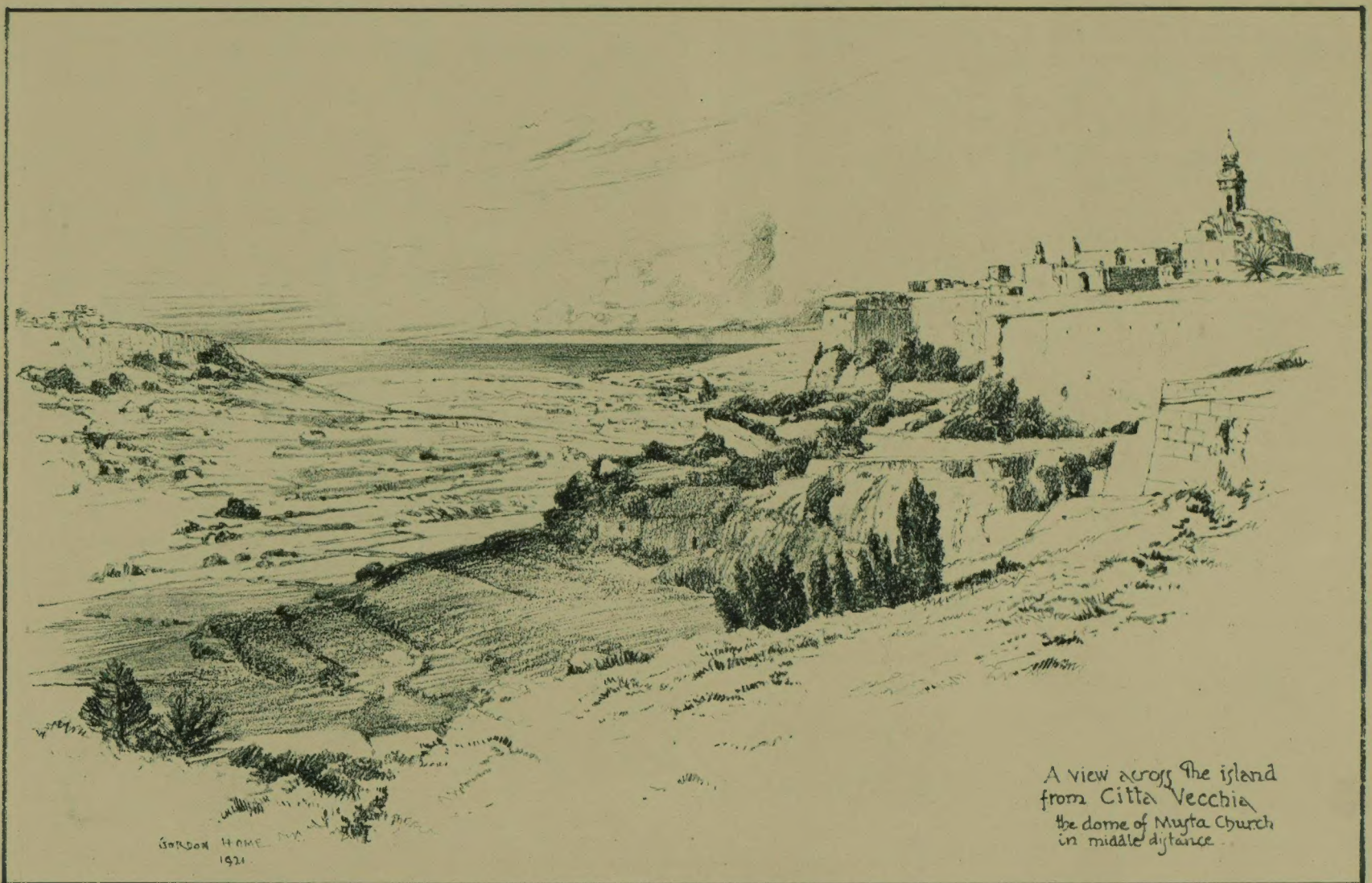
fixed to the hook projecting above. There is a legend that a bankrupt could secure his discharge if he underwent this penalty. Another curious feature of this spot is the large curved iron bar projecting in the form of a loop from the wall. One end of it shows just beyond the goat's head. Through this loop, according to an ancient superstition in the Royal Navy, all midshipmen who hope for promotion must wriggle their bodies." It would be interesting to learn whether Prince Charles of Belgium, who is a "middy" in the

[Continued opposite.]



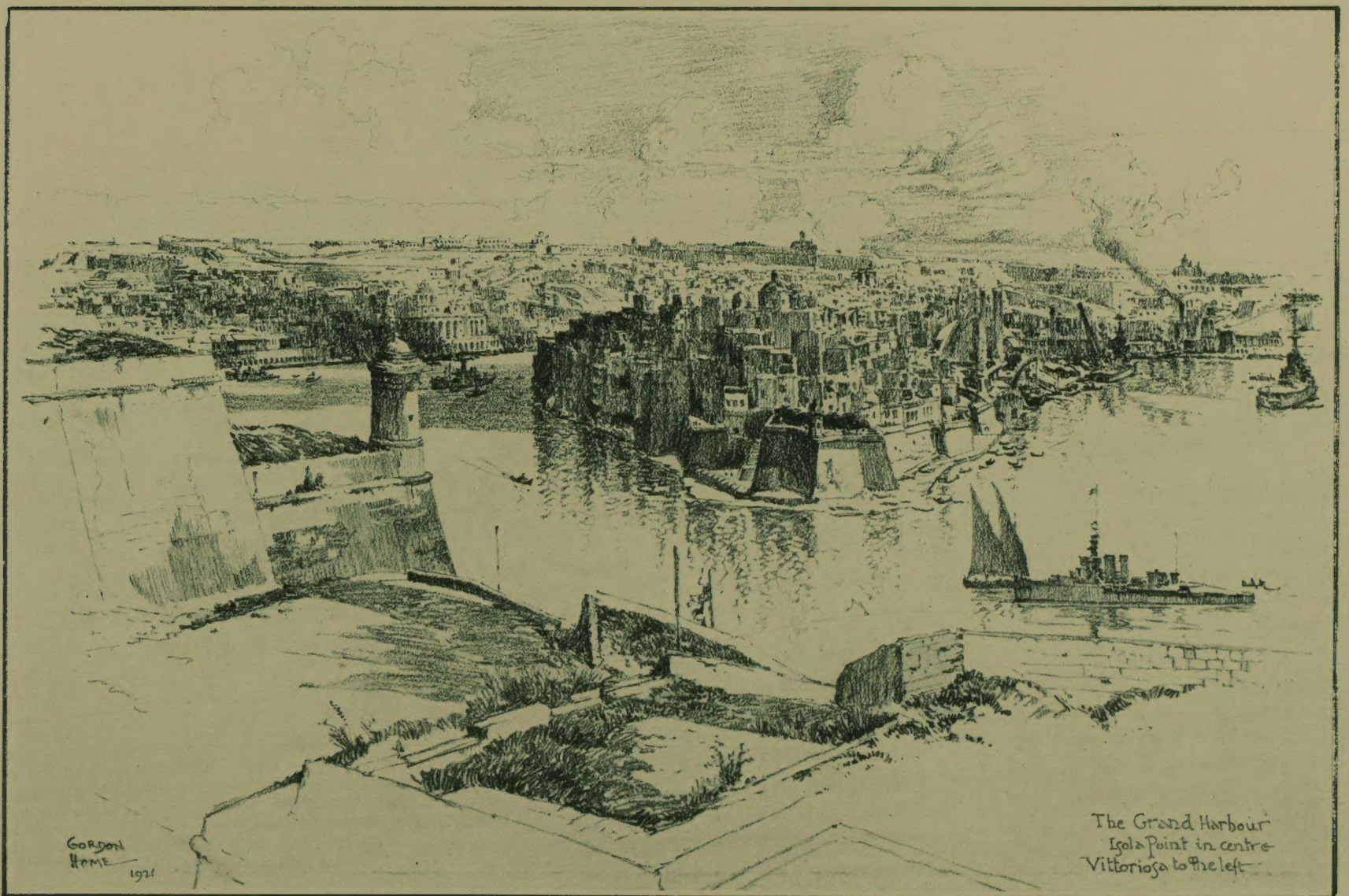
# THE PRINCE AND MALTA'S PARLIAMENT: IN THE CAPITAL.

DRAWINGS BY MAJOR GORDON HOME.



A view across the island  
from Citta Vecchia  
the dome of Musta Church  
in middle distance

WHERE THE PRINCE OF WALES SPENT TWO DAYS ON HIS VOYAGE TO INDIA: MALTA—A VIEW ACROSS THE ISLAND FROM CITTA VECCHIA;  
WITH THE DOME OF MUSTA CHURCH IN THE MIDDLE DISTANCE.



The Grand Harbour  
Isola Point in centre  
Vittoriosa to the left

THE SEAT OF THE NEW MALTESE PARLIAMENT WHICH THE PRINCE OF WALES OPENED: VALETTA—THE GRAND HARBOUR,  
WITH ISOLA POINT IN THE CENTRE AND VITTORIOSA TO THE LEFT.

*Continued.*

"Renown," observed this custom. The "Renown" was due at Malta on November 1, for which day the opening of Parliament was fixed. Many festivities were planned for the Prince of Wales during his two days' stay, including a garden party, a dinner, and a ball, at the San Antonio Palace, the residence of the Governor, Lord Plumer; lunch with Admiral de Robeck at Admiralty House; a gala performance at the Theatre Royal; and a polo match, in which

the Prince was expected to take part. The first Prime Minister of Malta under the new Constitution is Mr. Joseph Howard, of the Panzavecchian Party, named after M. Panzavecchia. The recent elections resulted in the return of 13 Panzavecchians, 7 Constitutionals, 7 Labour Party, 4 National Democrats, and 1 Independent. On October 29 the Prince of Wales visited Gibraltar and was enthusiastically welcomed.—[Drawings Copyrighted in the United States and Canada.]



## RECENTLY "BESIEGED": NEWNHAM COLLEGE—THE SPORTING SIDE.

PHOTOGRAPHS BY STEARN AND SONS, CAMBRIDGE.



ROWING AS A SPORT FOR WOMEN AT CAMBRIDGE: THE CREW OF THE NEWNHAM BOAT.



HOCKEY AS A SPORT FOR WOMEN AT CAMBRIDGE: THE NEWNHAM COLLEGE HOCKEY TEAM.



CAMBRIDGE OARSWOMEN EMULATING THE SPORTS OF THEIR MASCULINE CONTEMPORARIES: THE NEWNHAM COLLEGE EIGHT OUT FOR A PRACTICE ROW ON THE RIVER CAM.



SWIMMING AS A SPORT FOR WOMEN AT CAMBRIDGE: THE NEWNHAM SWIMMING TEAM.



LACROSSE AS A SPORT FOR WOMEN AT CAMBRIDGE: THE NEWNHAM COLLEGE LACROSSE TEAM.

Although the unfortunate incident of the undergraduate "rag" at Cambridge over the "degrees for women" question has been closed, with apologies offered and accepted, the general subject remains one of great public interest. We give the photographs on these two pages in order to illustrate the life of women students at Newnham, especially on the sporting side, and the type of woman whom a college career tends to produce. In our last issue we gave photographs

of the recent "rag," and of the damage done to the Clough memorial gates, reported at the time to have amounted to about £200. It has since been stated that an engineer who examined the gates said that the damage had been greatly over-estimated, and that he considered the cost of repairs would not be more than £50. It has also been reported that six undergraduates were sent down for having taken part in the "siege" of Newnham. The Principal, Miss [Continued opposite.]

## DO CAMBRIDGE MEN RESENT WOMEN'S RIVALRY? NEWNHAM GIRLS.

PHOTOGRAPHS BY STEARN AND SONS, CAMBRIDGE.



LAWN TENNIS AS A SPORT FOR WOMEN AT CAMBRIDGE: THE NEWNHAM COLLEGE LAWN-TENNIS TEAM.



NET BALL AS A SPORT FOR WOMEN AT CAMBRIDGE: THE NEWNHAM COLLEGE NET BALL TEAM.



TYPICAL OF THE WOMEN WHOM CAMBRIDGE IS RELUCTANT TO ADMIT TO EQUAL ACADEMIC RIGHTS AND PRIVILEGES: A GROUP OF THIRD-YEAR STUDENTS AT NEWNHAM COLLEGE.

[Continued.] Clough, has met representatives of the undergraduates and accepted their apologies. She said that, while the College could not accept anything from those concerned in the outrage, they felt it would be ungracious to refuse what was a sincere expression of regret and goodwill from the main body of undergraduates. It may be recalled that the occasion of the disturbance was the voting in the Senate of Cambridge University, when Grace II., granting women titular degrees,

but not membership of the University, was carried by 1012 votes to 370. This Grace was practically identical with one defeated by the anti-feminist party in 1897. Cambridge opinion is, therefore, moving, if slowly, in a direction favourable to the women's cause. It is understood that the women's colleges will now appeal to the Universities Commission, with a view to obtaining the status they desire by Parliamentary means.



## A FATEFUL HOUR IN THE HISTORY OF IRELAND BRITAIN AND SINN FEIN AT THE CONFERENCE TABLE.

DRAWN BY OUR SPECIAL ARTIST STEVEN SPURRIER, R.O.I.



FACE TO FACE WITH AN AGE-LONG PROBLEM IN A SUPREME EFFORT TO FIND A  
DELEGATES AT THE IRISH

LASTING SOLUTION: THE BRITISH REPRESENTATIVES (ON THE LEFT) AND THE SINN FEIN  
CONFERENCE IN DOWNING STREET.

The hopes of all who desire a permanent settlement of the Irish question have been centred in the Conference which began on October 11, at the Prime Minister's residence in Downing Street. On the left are seen the British representatives seated in the following order (from left to right): Mr. Austen Chamberlain, Sir Hamar Greenwood (Chief Secretary for Ireland), Mr. Lloyd George, Sir L. Worthington-Evans (Minister for War), Mr. Winston Churchill (Colonial Secretary), the Lord Chancellor (Lord Birkenhead), and Sir Gordon Hewart (Attorney-General), who, it was arranged, should attend the Conference

when Constitutional questions were being considered. The Sinn Féin leaders seated on the right are (in order from front to back): Mr. Gavan Duffy (formerly Irish Envoy at Rome), Mr. Robert Barton (Sinn Féin Minister for Economic Affairs), Mr. Michael Collins (S.F. Minister of Finance), Mr. Arthur Griffith (S.F. Minister for Foreign Affairs and head of the Delegation), and Mr. E. J. Duggan (Chief Liaison Officer for the I.R.A.). Standing behind is Mr. Erskine Childers, one of the secretaries to the Delegation.—(Drawing Copyrighted in the United States and Canada.)



# The World of the Theatre

By J. T. GREIN.

MR. ANDRÉ CHARLOT has the qualities of leadership. He knows how to select his henchmen; he knows what the public wants; and he knows *how* he wants it. Hence his revues are generally a good deal better than the curate's egg. In "A to Z" there are but a few letters which I would eliminate, and those more for reasons of length than of quality. On the other hand, there are some capital scenes which are as pleasing to the eye as they are ingenious. Take, for instance, the idea of rendering a little storm in the domestic teacup first in the straightforward way of an ordinary play, and then backwards—incidents, movements, dialogue, and all. Such delightful abracadabra has rarely been heard on any stage, and it is so truly funny that the audience are beside themselves with mirth. Mark my words, it will be a staple dish, and in the long run *ad nauseam*. Another capital idea is the duet of the old, old game all the world over (need you ask what it is?), with illustrations of a pageant of Venus from the days of Cleopatra to modern times—a little dream of poetry, colour, and costumes. In caricature we have the imitations of Miss Marie Löhr, Miss Madge Titheradge, and Miss Irene Vanbrugh, the first and last critical and telling, by a new-comer, Miss Elizabeth Pollock; and Mr. Frederick Ross's priceless parody of Balieff, the Chauve-Souris leader. All these niceties, well soused, and seasoned with the delightful humour and nimbleness of Jack Buchanan, and pleasant prattle and pleasant music by Ivor Novello and others, make for a cheerful evening from A to Z.

The first act of "Araminta Arrives," by J. C. Snaith and Dorothy Brandon, made us chuckle. Here was Merrie England of the 'eighties, when bustles were worn, and Maria Marchioness of Ailesbury was the redoubtable figure of a great régime of feminine superiority. Also when the income tax was sevenpence in the pound, the frock-coat and grey topper in season, Beau Brummel not yet extinct, the classes miles apart from the masses. Happy days! Alas, no more! Lady Tree as Caroline Countess of Crewkerne was a monumental interpreter of that ancient nobility which brooked no difference of opinion, and assumed some of the manners which in others they would have pronounced anathema, and even an occasional big D. We thought we were to be regaled with a real *comédie de mœurs* of thirty-odd years ago, and the reconstruction of the period in the first act, by Mr. Leon M. Lion's deft hand, was perfect. Also the interpreters—Mr. Lyall Swete, Mr. Roy Byford, Miss Louise Hampton—were real and capital chips of the Victorian block. Then entered Araminta, the pretty and clever Miss Eileen Beldon, a little country mouse, so goosie that we thought there was something the matter with the clock. We harked back, and we said

surely even country lasses were not so guileless and so archaic in the 'eighties. But we still enjoyed ourselves—the first act was wholly diverting. But in the second we became more definite as to the mixture of the tenses, more afraid that the romance would grow commonplace; and, as there was much palaver and little action, our fears were realised. It was the old story of a great beginning and a decline. We had still some consolation in the acting, besides those named, of Miss Margaret Halstan, most delightful of young Victorian mothers; of Miss Helen Morris, the daintiest French milliner on record, with a Parisian accent of the real Boulevard; of Mr. Cronin Wilson, in juvenile freshness, but somewhat undistinguished in manner and speech; but the interest in the play diminished—it ceased to be characteristic, and became merely pleasant—in the Early Victorian sense.

"Cairo"—how fascinating would be the pictures without words!

new-comer to the perfect ensemble, played the doctor as to the manner born. In a witty, telling, cruel, somewhat *macabre* sketch, "E. and O. E.," by E. Crawshaw-Williams—which was perhaps the pick of the bunch, and revealed the discovery of the gift of Georges Courteline of "Bourbouroche" fame in a new English writer—the acting of Miss Barbara Gott, who appeared in three of the plays, stood out. She is an artist of rare versatility; she commands the mother-tone as well as broad humour. She is one of those actresses—all too few—who merge their personalities into their parts. Every time she is another person, not merely in appearance, but in voice, attitude, conception. Needless to say that Mr. Casson, Mr. Thorndike, Mr. Bealby, and the rest of the little family each gave admirable portrayals of several characters. London has now two fine stock companies on either side of the river. The other is, of course, the Old Vic.

"Welcome Stranger" indeed was the universal

feeling when Mr. Harry Green, after conquering his audience at one fell swoop, told us that he had nothing to say, but was going to have a good cry in his dressing-room. Even that little speech, so archaic and straight from the heart, was different from the usual useless and somewhat absurd "curtain-lecture" after the play. The artist is Nature's child, and, like a child, he revels in his part of the little Jewish pedlar who combats the racial aversion of a very Christian and parochial little city in America, and becomes the master of the situation by sheer push, thick-skinnedness, and a humour which melts the opposition in the cosy warmth of sunshine. This Jewish humour which is the quality of Aaron



THE CARL ROSA OPERA COMPANY AT COVENT GARDEN: SOME OF THE PRINCIPAL WOMEN SINGERS.

The Carl Rosa Opera Company's season at Covent Garden, which started on October 17, with "Samson and Delilah," is proving a great success. They are giving French and Italian operas, and those of Wagner too—these latter being especially successful, for they are admirably conducted by Mr. Eugene Goossens jun.

Mr. José Levy has rung up his second Guignol birthday with merry cap and bells and two peals of horrors. One of the latter, "Fear," of André de Lorde, now called in Paris "the Prince of Terrors," has more bark than bite. The lugubrious affair in the Chamber of Horrors of the rural Tussaud did not quite come off. Owing to some technical flaw, be it in the play or the writing, we were not chilled to the bone, as we should have been, in spite of splendid acting. But J. J. Renaud's "The Unseen," which was a success at the Théâtre Antoine, and has merits literary as well as of inwardness, moved some of us deeply, thanks to the author and the actress, Miss Sybil Thorndike, whose impersonation of the woman in delusion, and anon rendered insane by suggestion, was magnificent to the degree of tragic force. The play is both of scientific value and of ethical foundation. It exposes the danger of mesmerism, and teaches that people who live in a fool's paradise are best left alone. With rare dexterity the author demonstrates the function of hypnotic treatment; and Mr. Nicholas Hannen, welcome

Hoffman's play is not accessible to all. To some it would seem aggressive, mechanical, arrogant; but, if one reads the Jewish character aright, there lies under this surface of callous impertinence something which is very human, very conciliatory, very touching. It is both a weapon and shield, and over the twain hovers the olive-branch which brings the two races nearer together. As Mr. Harry Green plays the part, one cannot help sympathising with the Jew in his self-defence, in his struggle to overcome prejudice, in his attachment to creed and child. He, himself oppressed, plays the good Samaritan to a Christian girl who came from nowhere and was flouted for her obscure past. Thus he gets the better of his antagonists, and proves that a Jew may understand Christian love better than many a pharisaical Gentile. Somehow, this play, with its innumerable jests, now in plain English, now in the indefinable expressiveness of Yiddish words, made for cosiness among the audience. It was an amusing evening, with an unobtrusive touch of edification.



## THE EVOLUTION OF ROAD TRAVEL: THE MUFFLED MOTORIST OF 1905.

FROM THE DRAWING BY L. SABATTIER.



WITH "GOGGLES," VEILS, AND VOLUMINOUS WRAPS: A MOTORING PARTY OF SIXTEEN YEARS AGO  
ARRIVING AT THEIR DESTINATION.

The present Motor Show at Olympia and the White City and the Paris Salon de l'Automobile of 1921 make it interesting to recall the manners and customs of the earlier motorists, when voluminous wraps were the order of the day. The above drawing shows a party in the year 1905 arriving at a French hotel for lunch some sixty miles from their starting-point. By way of contrast, the same artist illustrates (three pages farther on in this number) the much lighter equip-

ment favoured by motorists of to-day, and their use of the car in connection with other forms of recreation. It is also interesting to compare both drawings with that by Mr. Forestier, on the intervening double-page, showing how a gentleman of ancient Egypt drove about on pleasure intent, in a two-horse chariot, accompanied by a number of attendant footmen running in front and behind.—[Drawing Copyrighted in the United States and Canada.]





THE ANCIENT EGYPTIAN EQUIVALENT OF THE 'MODERN MOTOR-CAR'—WITH FOOTMEN (THEN ACTUALLY ON FOOT) CARRYING A STAFF TO CLEAR THE COURSE, SANDALS.  
A VASE OF OINTMENT, TABLETS, FOOTSTOOL, AND CASKET: AN EGYPTIAN GENTLEMAN DRIVING TO AN ENTERTAINMENT.

This drawing suggests an interesting contrast between ancient Egypt and our modern world, when compared with the two illustrations that precede and succeed it. Describing the scene he here illustrates, Mr. Forestier writes: "It represents an Egyptian gentleman going on a visit, say, to attend an entertainment. He drives his own curricule, and the men who precede and follow him are his footmen. Wilkinson gives a reproduction of a painting showing the arrival of a gentleman thus escorted (slightly varying and not in a complete state of preservation) at the door of a house (from Thebes). Here is what he writes: 'When a visitor came in his car he was attended by a number of servants, some of whom carried a stool to enable him to alight, and others his writing-tablets, or whatever he might want during his stay at the house. . . . One of the footmen runs forward to knock at the door; others close behind his chariot are ready to take the reins, and to perform their accustomed duties. The one holding his sandals in his hand, that he may run with greater ease, illustrates a custom still

common in Egypt among the Arabs and peasants of the country, who find the power of the foot greater when freed from the encumbrance of a shoe.' My drawing was based on a practically identical representation. It tallies with Wilkinson's description entirely, but gives more precise details. The man in front carries a staff to beat off dogs or donkeys or boys who may stand in the way. The sandals may be, I think, those of the gentleman himself, who doubtless has a better footing on the leather of the curricule barefoot than otherwise. I take this to be the true explanation, as these are the only sandals carried. The sandals were thus put on the master's feet as he alighted from the car, the stool footman seizing the reins at the same moment. The writing-tablets carried by one of the followers are in accordance with the above, and so is the footstool. The casket contained perfume, and I think the vase may have contained ointment, but of this I am not sure."—[Drawing Copyrighted in the United States and Canada.]

A RECONSTRUCTION DRAWING BY A. FORESTIER FROM DOCUMENTS AND MURAL PAINTINGS OF THE PERIOD.



# THE EVOLUTION OF ROAD TRAVEL: CASUAL MOTORISTS OF TO-DAY.

FROM THE DRAWING BY L. SABATTIER.



MOTORING AS A MEANS TO OTHER ENDS: LAWN-TENNIS PLAYERS ARRIVING ON THE GROUND IN THEIR CAR, FREE FROM THE CUMBERSOME WRAPS OF EARLIER DAYS.

This drawing forms a contrast with that by the same artist, reproduced three pages back, showing how the motorists of an earlier day (1905—to be precise) wrapped themselves up in ugly and voluminous cloaks and covered their heads with veils and "goggles." From the point of view of personal appearance, at any rate, not to speak of comfort, the comparison is greatly in favour of the modern manner. It must be borne in mind, however, that the objects of the

two expeditions were different. One was a sixty-mile drive to a lunch rendezvous, while the other (shown here) was merely a short spin to a neighbouring tennis ground. It indicates the greater use of cars to-day in getting about for various purposes. The double-page illustration preceding the above shows another contrast, between the usages of modern Europe and ancient Egypt, in regard to methods of social locomotion.—[Drawing Copyrighted in the United States and Canada.]



## ART IN THE SALE ROOMS

BY ARTHUR HAYDEN.

IN regard to prices of art objects under the hammer, the exceptionally great will always attract universal attention. Chinese vases

which bring four figures in guineas, tapestries which are to-day of greater worth than a forest of timber (especially at the cost of cutting it down), silver plate which equals in value a racing stud without the accompanying thrills, but also without the necessary "slings and arrows of outrageous fortune" (unless the modern cracksman evinces a pretty taste in that direction), and pictures which have hung in dim vaulted halls for centuries—all these at the dispersal of well-known collections receive their meed of praise, and provide sensational paragraphs for the daily papers to whet the curiosity of the public in sub-heads of art on a plane apart where only giants can enter into contest.

It is during such periods of great activity, when records in prices are made, that the amateur collector with slender purse grows saddened to see fine things go farther and farther from his grasp. But with

and Simpson's of old English furniture, Chinese porcelain, and English and Chinese glass offered possibilities. The buyers are to be envied who carried off the fourteen Bristol glass fruit-plates with cut and shaped borders for 5 guineas; the set of ten standing figures of the Immortals with costumes enamelled with flowers and dragons, *famille rose*, Ch'ien-lung, for £8 18s. 6d.; and the solid shrine of black lacquer with gold interior with nests of drawers, divisions, and galleries, with cornice carved in pagoda form, for £33 12s. At the same sale two Majorcan chests of drawers, kingwood and mahogany, with inlays of ebony and satinwood, averaged 8 guineas apiece; and a Catalan marqueterie chest with arcaded panels brought 11 guineas—all three pieces from the Earl of March collection. At Sotheby's, in a sale of books, including a further selection from the library of the Right Hon. Lord Vernon, some of the lots were remarkable bargains. Ackermann's early

the famous stock of Messrs. J. and J. Leighton, of Brewer Street, Golden Square. This includes early printed books, fine bindings, and English literature from the sixteenth century to the nineteenth. The field is rich and varied, from the gloriously spirited woodcuts of Jost Amman, published at Frankfort in 1570 to 1590, to George Cruikshank's "Points of Humour" with coloured plates. Lovers of first and rare editions may choose between Chaucer's "Here begynneth the boke of Troylus and Creseyde," black letter, with woodcuts, 1526, and Thackeray's "Vanity Fair," first edition, with suppressed woodcut, 1848. A fine series of rare first editions of William Penn's tracts appears, including "The Sandy Foundation Shaken," which caused him to be committed to the Tower in 1669.

Messrs. Christie, on the 11th and the 14th inst., are selling ancient and modern pictures and drawings of the British and Continental schools, being a portion of the stock of Messrs. W. Lawson Peacock and Co., of St. James's. Among others may be noted the "Lady of the Snows"



AN ACCESSORY TO THE BUDDHIST SHRINE FROM THIBET HERE ILLUSTRATED: A SACRED LAMP OF BRASS.

By Courtesy of the American Museum of Natural History.

the patience of the angler he awaits that moment when little masterpieces may be overlooked in the deluge of greater things appealing to a more fashionable throng.

At the present moment, with a certain fearfulness to part with capital on every hand, pre-war prices have only exceptionally been reached in the sale-rooms, having regard to the present value of the pound. We have to pay three times more for our books, but not three times more for our old curios. There is no added factor of increased cost of production—unless they are "fakes." A great influx of fairly reputable antiques into the market from the minor nobility and the landed classes has temporarily caused the supply to exceed the demand. The very strata of society who were eager bidders, the cultured and leisured classes, have found themselves sellers instead of buyers. In this case a situation has arisen whereby never were greater opportunities offered to him who cares to buy cautiously and with knowledge. The collection of antiques will never die. What is old and what is rare and beautiful will always appeal to men of wealth and women of fashion. There remains only a short space of time before those with newly acquired wealth will eagerly follow on. But for the moment, until this readjustment becomes more crystallised, great treasures are passing unheeded under the hammer and great bargains are falling to those who are wise in their generation.

Take a recent week's prices of actually fine items. A miscellaneous sale at Messrs. Puttick



FROM THIBET, WHICH IS LIKELY TO EMERGE FROM ITS AGE-LONG SECLUSION: A FIGURE OF THE GREAT, BUDDHIST SAINT, PADMA SAMBHAVA.

This Buddhist shrine from Thibet, exhibited temporarily in the American Museum of Natural History, New York, is described in the article referred to below. Padma Sambhava was a Hindu who 800 years ago became the first teacher of Buddhism in Thibet. His mitre is topped with a vulture's feather. The trident signifies that he has overcome the three vices—Lust, Anger and Sloth. The figure is of copper, the face coated with pure gold. The shrine is flanked on each side by a sacred lamp. It is understood that the Thibetans are now anxious to open their country to modern civilisation and trade.

By Courtesy of the American Museum of Natural History. (See Article on page 618.)

nineteenth-century volumes, with wonderful aquatints—"The History of the University of Oxford" (two vols.) and that of Cambridge (two vols.) brought respectively £14 and £15; but the "History of the Abbey Church at Westminster" (two vols.) brought only £1 16s.—and this when one thinks of the present-day price a hosier asks for a silk knitted tie! George Turberville's "The Book of Falconrie or Hawking" (1611), and his "The Noble Art of Venerie or Hunting" (1611), sold for £44. Impressions of over two thousand of Thomas Bewick's delightful woodcuts changed ownership for a guinea! At Willis's Rooms a fine Charles I. embroidered casket with drawers, two panelled doors, and rising top, including a doll of the same period, was sold by Messrs. Robinson and Fisher for £29. At the same rooms a fine old Heppelwhite mahogany elbow-chair with wheel back sold for £40; and at Messrs. Steevens's a carved mahogany Chippendale arm-chair with loose seat brought the same amount.

Of forthcoming sales the fifth portion, bringing up the total sales to the twentieth day, will be sold by Messrs. Sotheby, on Nov. 7, 8, 9, and 10, of



EXQUISITE METAL-WORK SHOWING INDIAN INFLUENCE: ANOTHER SACRED BRASS LAMP FROM THE THIBETAN SHRINE.

By Courtesy of the American Museum of Natural History.

on panel, by G. H. Boughton, R.A., which has been exhibited at the Chicago Exhibition (1893), at the Guildhall, London (1894), and at the Franco-British Exhibition (1908). MacWhirter's "Old Harbour, Genoa, Evening," was exhibited at the Royal Academy in 1887; and Sir John Millais has his "Grace" from the Julian Senior collection, his Academy picture of 1891, exhibited

again at Burlington House in 1898. Of noticeable modern drawings, Mesdag's "A Storm off the Coast" exhibits that artist's breadth and *verve*; "Peasants Wedding," by J. Israëls, is a small gem. Among the early English school a canvas by Gainsborough, a landscape with herdsman and cattle, as coming from the collection of Sir Francis Seymour Haden, has a reputation. Richard Wilson is known as a landscape painter, but he attained in his early years, under Thomas Wright, an obscure portrait-painter, some reputation for his portraits. This was in London about 1730. Here at this sale are two of his portraits—one of a gentleman in a blue coat, and the other of the Duke of Leeds. There are two De Heem still-life subjects; and a "Peacock and Poultry," by Casteels, a Flemish painter who died at Richmond in 1749. Of the Knellers and Lelys, one by the latter represents Thomas Betterton the actor. In such a varied collection, brought together to suit the palates of varied clients, there is much that may be meat to one though poison to another, yet on the whole the standard of selection must not be regarded as a bad one.



## HAS THE MOON VEGETATION? THE LUNAR APENNINES.

ILLUSTRATED BY SCRIVEN BOLTON, F.R.A.S.



SHOWING WHAT PROFESSOR PICKERING BELIEVES TO BE A CROP OF VEGETATION ON THE PLAIN  
IN THE FOREGROUND: THE LUNAR APENNINES, EQUAL IN SIZE TO THE HIMALAYAS.

The recent eclipse of the Moon (illustrated, from a lunar point of view, in our last issue) afforded astronomers further evidence of deviation from its course, a phenomenon that began about thirty years ago. Dr. Crommelin, of Greenwich Observatory, stated that it was ahead of its expected position by twelve miles, necessitating a revision of the "Nautical Almanack" for 1923. "Some unknown influence," he said, "are acting on the Moon." Interest in our satellite has also been stimulated by the studies of Professor Pickering, who believes that he has observed vegetation on the Moon. In our last issue we gave part of an article on this subject by Mr. Scriven Bolton, the Yorkshire astronomer who supplies our illustrations. The article in full is as follows: "For a hundred years, consensus of opinion, Professor Pickering reminds us, has been opposed to the idea of any living organism on the Moon. Thanks chiefly to Professor Pickering's lifelong labours, which have led up to the recent lunar discoveries, we learn that the Moon, instead of being an unchanging dead world, still possesses a remnant of a former atmosphere, of sufficient density to sustain vegetation. The lunar changes, which Professor Pickering ascribes to vegetal growth, are of the nature of temporary dark patches discolouring the surface,

which assume varied outlines during development. The growth is frequently impeded by a phenomenon resembling falls of snow. Two volcanic vents in the crater Eratosthenes belch forth steam. This eruption is usually followed by what appears to be a crop of vegetation. According to Professor Pickering, a full crop is produced in a single lunar day (which is equal to 14 of our days). The surface patterns formed by vegetal growth can be seen through the telescope to change shape rapidly. Vegetation appears in low-lying regions, as on crater floors, ultimately creeping over the summits of the walls, all within twelve hours. Even two crops a day appear on the interior of the great crater Eratosthenes, which is 37 miles in diameter. The Professor says: 'The vegetation requires 2½ days to appear (after sunrise). It lasts for only two days. The land then rests for three days; then produces a second crop lasting for four days more, which then gradually disappears in the evening shadows.' Haze or mist which frequently overhangs the low-lying parts of the surface is due, Professor Pickering thinks, to the gases from ground vents, which nourish and sustain the crops. The Professor's observations infer that the Moon is a world of organic life, of snow and ice, and of volcanic eruptions. One is

(Continued opposite.)



## PULLED BY UNKNOWN FORCES: THE MOON—WITH "VEGETATION."

ILLUSTRATED BY SCRIVEN BOLTON, F.R.A.S.



RECENTLY STATED TO BE "AHEAD OF TIME AND OUT OF PLACE": THE MOON—A CREVASSE 10,000 FT. DEEP IN THE OUTER SLOPE OF THE CRATER ERATOSTHENES, SHOWING "VEGETATION" BELOW.

*Continued.*

naturally led to enquire whether the prevailing conditions on our sister world are, or may be at some future date, capable of supporting an intelligent race of beings. In considering the question of organic life, an atmosphere, however rare, is an essential factor. Judging from the behaviour of our air, it is assumed that water-vapour and carbonic acid are the last to leave the Moon. A mile or so above the lunar surface atmospheric pressure is probably not more than a ten-thousandth part of that of the Earth's, although on the crater floors and in valleys it probably assumes considerable density. Under almost negligible pressure, it is likely that the two remaining gases, water-vapour and carbonic acid, solidify at regular intervals, the former appearing as hoar frost, the latter like snow. Daytime temperature, however, is probably not low enough to

maintain the carbonic acid in the solid under such slight pressure, and in all probability it exists partly as a gas. As is well known, carbonic acid in the Earth's atmosphere is derived chiefly from volcanic vents, and, since the Moon is riddled with a hundred thousand volcanoes, active and extinct, it is safe to infer that our satellite still gives out a fair share of this gas, which is, of course, as important to plant life as is oxygen to ourselves. The presence of water-vapour would at once denote the possibility of vegetation, of however low an order. Professor Pickering finds that the supposed areas of vegetation are generally associated with volcanoes and surface fissures, whence may be ejected gases necessary to organic life. Thus vegetation may thrive on a world where water, in the liquid state, cannot exist."—[Drawings Copyrighted in the United States and Canada.]



POLITICAL AND SOCIAL CELEBRITIES BY MODERN ARTISTS:

PHOTOGRAPHS 1, 2, 4, AND 7 BY LAID; THE OTHERS SPECIALLY TAKEN FOR "THE



THE RIGHT HON. LORD ROBERT CECIL—  
BY WILLIAM ORPEN, R.A.



MISS TANIS GUINNESS—BY AMBROSE McEVoy.



MRS. BENJAMIN GUINNESS—BY AMBROSE McEVoy.



HER GRACE THE DUCHESS OF RUTLAND—  
BY AMBROSE McEVoy.

PICTURES FROM THE NATIONAL PORTRAIT SOCIETY'S EXHIBITION.

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THE MARCHIONESS OF CREWE—  
BY WILLIAM ORPEN, R.A.



THE RIGHT HON. WILLIAM HUGHES—  
BY WILLIAM ORPEN, R.A.



MISS URSULA LUTYENS—  
BY WILLIAM NICHOLSON.



HER EXCELLENCY MME. A. EDWARDS—  
BY P. A. DE LASZLO.

The eleventh Exhibition of the National Portrait Society, which is being held at the Grafton Galleries, contains many interesting portraits of famous men and women by well-known modern artists, as well as examples of the work of Degas, Corot, and Blanche, and the Whistler portrait of Lady Meux, entitled "Arrangement in Black and White." Our pages show examples of the work of Sir William Orpen, R.A., Mr. Ambrose McEvoy, Mr. De Laszlo, and Mr. William Nicholson, three of the most famous portrait-painters of to-day. Sir William Orpen's picture of Lord Robert Cecil is a remarkably sympathetic portrait of the well-known statesman, and a fine example of Orpen portraiture at its best. His vision of the Rt. Hon. William Hughes, the Prime Minister

of Australia, is an able and dignified portrait; and his picture of the Marchioness of Crewe, Lord Rosebery's younger daughter, is also a good example of his work. Mr. Ambrose McEvoy has for some time been one of the most popular of Society portrait-painters. His ethereal vision of his subjects is one of his chief characteristics, and is well illustrated by his portraits of Mrs. Benjamin Guinness, Miss Tanis Guinness, and the Duchess of Rutland. Mr. William Nicholson's portrait of Miss Ursula Lutyens is a very attractive picture of Sir Edwin Lutyens' second daughter. Mr. P. A. de Laszlo is considered a masterly portrait painter, and can count many Society men and women among his sitters. Mme. A. Edwards, whose portrait we reproduce, is the wife of the Chilean Minister.



## In Fabre - Land; and from Thibet.

### THE NEW BOOK OF INSECTS.

[It may be presumed that when Hodder and Stoughton decided upon the issue of "Fabre's Book of Insects," re-edited from Alexander Teixeira de Mattos' translation of Fabre's "Souvenirs Entomologiques," by Mrs. Rodolph Stawell, they owed their de-

the powder of much learning in the jam of simple, alluring style.

Fabre, in fact, is ever fascinating. And he tells of mysteries of creation; the marvels of maternity, birth, life, and death; of the patience of instinct; of that strange provision for the future which is pre-vision and yet unlearned, solely due to that unfathomed force we call heredity, and characterised by a seeming waste of effort only explainable by the fact that prodigality must be if anything is to survive the cruel, parasitic enemy which reminds one of the fleas and the lesser fleas, and so *ad infinitum*, and is not to become a plague in itself.

Think, for example, of the common wasp. "One female wasp is enough to found a city of thirty thousand inhabitants. If all were to survive, what a scourge they would be! The wasps would tyrannise the countryside."

So good always cometh out of evil. Nature provides not only for the survival of the fittest—that is her relentless, if beneficent, side—but for the care of the least of the creatures during its brief, useful life. The interesting point is that she is so thorough a nurse that she leaves nothing to the insects themselves; they are the slaves of instinct; they do not think for themselves. Fabre has proved it again and again. Their art and their craft are unerring but unconscious—all the wonderful architecture and masonry; the pre-natal provision for the young; the forms and the transformations; the hunting; even the manner of death, were planned none knows when and persist none knows why.

### A UNIQUE BUDDHIST SHRINE FROM THIBET.

By J. H. DAVIES, Secretary, American Museum of Natural History.

(See Illustrations on "Art in the Sale Rooms" page.)

THERE has just been placed on temporary exhibit in the American Museum of Natural History a remarkable Buddhist shrine from Thibet, with Thibetan carpet, prayer-mat, temple guardians, altar vessels, images, sacred banners, and holy book reciting the praises of Buddha. This is probably the finest assemblage of Thibetan religious objects ever brought together.

It represents a part of the collecting done by Alexander Scott, a British artist who for twenty-six years made his home in Darjeeling, India. Before Sir Francis Younghusband's expedition into Thibet, Mr. Scott had coaxed and won his way into the land of mystery. His interest in

Thibetan Buddhism, or Lamaism, resulted in personal friendships with the lamas, or priests. One of them freely imparted to Mr. Scott explanations of the many objects secured by him.

Mr. Scott was commissioned by the University Museum of Philadelphia to collect antiquities, especially sculpture of the Indo-Bactrian and Gupta eras. He obtained a splendid series of bronzes and other material for that institution, which is to be used as a basis for the building up of a collection illustrating the culture of Thibet and India.

The shrine at the American Museum is the result of a happy idea conceived by Mr. Scott, of assembling an altar and furnishings in such a way as to give to Westerners

an idea of the Thibetan shrines which he had seen so frequently in Sikkim and Bhutan.

The central figure of the shrine is that of Padma (teacher) Sambhava, "the Lotus-born"—the great "guru," or saint, who eight hundred years ago entered Thibet, at the invitation of the Thibetan King, and became the first teacher of Buddhism in Thibet. Sambhava was a Hindu from Udyāna, and on his teachings were grafted the essentials of the Siva worship of the Hindus. It is to his influence that the strongly Hindu character of the rites and mythology of present-day Buddhism in Thibet is to be traced. The other typical character of Lamaism is its admixture of demonology, a relic of Thibetan aboriginal "Shamanism," the religion of ghosts and local demons. From the primitive Shamanistic element arises the use of carved human bones in the making of religious regalia and other objects. The bones are the relics of very holy lamas, long dead, who are supposed to be honoured in the practice. The saint wears a mitre topped with a vulture's



MATERNAL SELF-DENIAL IN AN INSECT: THE SPANISH COPRIS WITH OVOID FOOD-BALLS CONTAINING HER EGGS.

"The Spanish Copris is remarkable for the . . . size of the horn surmounting her head. . . . She provides each of her children with a cake of food, whose crust she constantly repairs. So intense is her affection that she loses all desire and need of food. She watches over her brood for four months."

From a Colour-Plate by E. J. Detmold in "Fabre's Book of Insects," 21s. net. By Courtesy of the Publishers, Messrs. Hodder and Stoughton.

termination in part to the fact that they could add: "Illustrated by E. J. Detmold."

Without accusing them of painting the lily or gilding refined gold, it may be said at once that Fabre has no need of the prop provided by pictures. On the other hand, the water-colours reproduced are first-rate—all that could be desired; and the printing of them is excellent. Probably, too, the wisdom of the publishers told them that Detmold would be a certain lure. Without doubt, they were right. And for this reason their move is most welcome.

No one should be without knowledge of Fabre. When he died, there passed away not only a great observer of the wonders of insect life, but a very exceptional writer; one who could conceal



PUSHING HIS BALL OF FOOD BACKWARDS, WITH A THIEF PRETENDING TO HELP: THE SACRED BEETLE, OR SCARAB.

"The early Egyptians fancied that this ball was a symbol of the earth, and that all the Scarab's actions were prompted by the movements of the heavenly bodies. So much knowledge of astronomy in a Beetle seemed to them almost divine, and that is why he is called the Sacred Beetle."

From a Colour-Plate by E. J. Detmold in Fabre's "Book of Insects." By Courtesy of the Publishers, Messrs. Hodder and Stoughton.



A BITING GRASSHOPPER, WHO CAN MAKE A FINGER BLEED: THE WHITE-FACED DECTICUS.

"The White-faced Decticus has a grey body, a pair of powerful mandibles, and a broad ivory face. . . . The Greek word *dektikos* means biting, fond of biting. The Decticus is well named. Mind your finger if this sturdy Grasshopper gets hold of it: he will rip it till the blood comes. . . . Any fresh meat tasting of Locust or Grasshopper suits his needs. . . . He always spears his prey in the neck."—[From a Colour-Plate by E. J. Detmold in "Fabre's Book of Insects." By Courtesy of the Publishers, Messrs. Hodder and Stoughton.]

feather. As the vulture is the highest and farthest flier, the feather here indicates that the doctrine of this "guru" is the most aspiring. In his right hand he holds a "dorje" or thunderbolt, implying divine protection and eternal life. His left hand grasps the skull bowl containing blood or "amita" ("sweet dew," the ambrosial food of supernatural beings), signifying blessings. A trident, with its three points, signifies that he has overcome the three vices—Lust, Anger, and Sloth. The image is finely wrought in copper, and the face is coated with pure gold, highly burnished.

The shrine is flanked on each side by a great brass sacred lamp, of exquisite workmanship, of which one is the finest Mr. Scott has ever seen. Thibetan metal-work strongly reflects Indian culture, as from time immemorial the Newaris, or mechanics of Nepal, in India, have worked in metal for the Thibetans.

Laid on the shrine as votive offerings are many little images, some of gold inlaid with turquoise and lapislazuli. In some cases these are images of Krishna, probably left by Hindus who, without worshipping Buddha, reverence him, and are willing to make gifts to his temples.

Most of these objects were looted from the Thibetan temples by the Chinese expedition which was sent into Thibet after the British, under Sir Francis Younghusband, had departed from Lhasa. A part of the Chinese expedition returned home by way of India, disposing of their loot to Parsee or Hindu-curiosity-dealers on the way. Thus many great rarities were for a time obtainable by connoisseurs lucky enough to be on the spot.



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Silver Hat Brush (PS. 5974), Engine-turned, length 6 inches.	Each	£1 3 6
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These, however, are Nature's warning signals. Neglect them now, and they will assuredly grow insistent; withstand them, and they will soon vanish.

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Most people, however, can testify to Sanatogen from first-hand experience. Thus, **Miss Helen Ericson-Smith**—known to her readers under the pen-name “Jeannette”—says: “Some months ago I was on the verge of a nervous breakdown, and was

ordered complete rest by my doctor, which, however, I was unable to take. The doctor advised Sanatogen instead, so I took it, and can confidently say that no rest could have so thoroughly restored and rejuvenated me. I not only felt stronger and better, but looked it; and now, whenever I feel the least bit run down. I take a course of your valuable nerve food and feel the benefit from the first week.”

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## LADIES' NEWS.

THE Prince of Wales left us last week for at least eight months. It seems a long time to be without the genial, happy presence of the most popular young man in the Empire. We must use the altruistic consolation that our loss is the gain of millions who have long desired to see the Heir-Apparent to the Throne of the world's greatest Empire, and to feel their share in a Prince who has earned the love and respect of the whole world in peace as at war. There was no banquet at the Palace; a family party only at luncheon and dinner the day before he started, and there were no ceremonies attending his leave-taking. Those near to the Queen at Victoria Station saw how wistful she looked as the train drew out bearing her eldest son, but a cheery smile from his beautiful mother was the last memory of her he carried with him.

Cambridge University will have a long and hard task to link its name with chivalry again, after its outbreak of hooliganism against Newnham College and its women students. The beginning of its return to honourable ways is good. Apology has been made for the outbreak, and a subscription has been started to replace the ruined gates—a memorial to Miss Clough, the founder of the College. These gates were one of its chief prides. Women are not to be granted degrees at Cambridge—which, so long as they defeat men in the examinations, need not trouble them. Where the pity lies is that there should be any spirit of rivalry at all between girl and men students. War taught each sex that it could do little without the other, and brought about in ordinary life beneficial comradeship which may well be extended to scholarship.

A long summer of sunshine and heat and drought has resulted in people being late about equipping themselves with clothes for the autumn and winter. That "better late than never" is a business in all departments of Harrods. This enterprising house is wonderfully equipped this year. They have issued a Harrods "Autumn Modes" book, which will be found a boon by dress-loving ladies to whom distance and other disabilities deny the fascination of a visit to these celebrated salons. The writer and the artists have enjoyed the unique privilege of making a round of the Paris ateliers of the world's most successful couturiers. Therefore the book shows the newest of the new, the best of the really good. Furs are just now a very important part of dress. As the time is not yet for long fur coats, save for motoring, I choose for an illustration a model coatee in the finest worked

moleskin. The deep, perfectly cut collar is quite new; so too are the large sleeves, while the harmonious lining is mole-coloured broché. As



THE CHARM OF THE SHORT COAT.

Isn't moleskin one of the most adorable of furs both as regards colour and texture? It is delightful when made into a short coat with a deep perfectly cut collar, such as this, which comes from Harrods.

a hint of cost is always useful, I may say that the price is 59 guineas. There are numerous other novel model coatees, wrap stoles, and

collars shown, some as low in price as 12½ guineas. The long fur coats illustrated in the book are very alluring. One long cape in blue-grey cone has the skirt of grey lamb, and costs 99 guineas. One in Chinese mink, lined with handsome fancy brocade, is lovely; as is another coat in sable-dyed squirrel, perfectly new in style. The models illustrated, whether fur, fur trimmed, cloth, serge or tweed, coats, coats and skirts, evening, day, or tea frocks, bear upon them every mark of novelty, good style, and irreproachable taste, and we all know that Harrods cannot be excelled for value.

There have been several good displays of autumn fashions as they are actually worn at the private views of Sir John and Lady Lavery's pictures and at the Grafton Galleries of the National Portrait Society. The smartest women had skirts of quite ordinary length, reaching to slender silken-clad ankles. Dark tones were in favour, and soft, light, warm-looking woollen materials which drape as softly and gracefully as chiffon or crêpe-de-Chine. Draping is apparently quite a feature of the newest dress, and it makes a vastly picturesque thing of the feminine silhouette. Furs also are draped, and the dressing of them to secure success in this respect is wonderfully soft. Chinese mink was a favourite at the private views, and very rich and becoming it looked. Tailless ermine is also in vogue, but has two drawbacks—it soils easily, and its wearer's women rivals may assign its origin to the homely bunny or the harmless, necessary cat. On the whole, clothes of the hour, actually on the women of the day, are eminently satisfactory.

A number of people, which has greatly increased since the war, have to leave England in the winter, the climate here, with its fogs and lack of sunshine, being too severe for them. Several of these tell me that they are going to Monte Carlo, albeit not to enter the gaming circles once in all their stay. They love the perfect scenery, the sunshine, the really good concerts and opera productions provided, the cheeriness of everything, and the comfort of the hotels. I always preferred "Monte"—as it is called affectionately—to other towns on the Côte-d'azur, just because of these things, and the golf links up above the town are also most attractive. I believe the season there will be a record one, and many people have already booked their rooms. Another favourite way of following the sun which is being largely adopted is the trip to Madeira and the Canary Islands, by the R.M.S.P. splendidly equipped ships, especially *St. Margaret of Scotland*, their yachting steamer. One can get the passage out and back from £30, which is extraordinarily moderate. A. E. L.

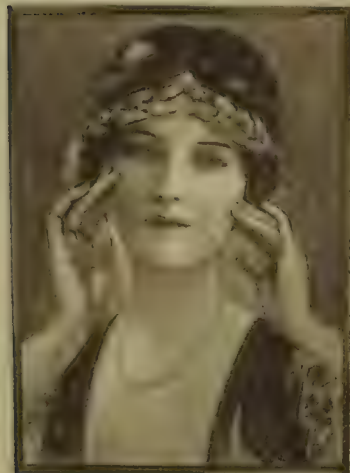
## YOUR DELICATE FEATURES.

THE results of a new scientific discovery for the remodelling of lost features and for the removing of the various marks of age, worry, or ill-health are shown on a lady's face at my consulting-rooms at 40, Baker Street, Portman Square, W.1. This lady had her wrinkles, loose and baggy skin around her eyes removed; also the lines from nose-to-mouth, frowns, and the baggy chin corrected. Her face looks young and attractive now.

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Smooth up the loose skin as shown in this illustration; you will then see what a wonderful difference even this slight alteration makes in your appearance—yet it is but an indication of what is accomplished every day without the least inconvenience.

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Imperfect Facial Contour.  
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## Ciro Pearls.

*"I should like to add how thoroughly satisfied I am with this necklet of your *Ciro Pearls*, and it has given me great pleasure to recommend to your firm any of my friends who desired that which it is extremely difficult to obtain at the present day, namely, excess value and unlimited satisfaction from the outlay of a small sum of money on any of your pearl ornaments."*

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DISTINCTIVE FURS  
AT  
EXTREMELY  
MODERATE PRICES.**

Made from specially selected skins in the most becoming shapes, and worked by high-class skilled furriers.

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JEWELLERS, LIMITED  
VERE STREET AND OXFORD STREET  
LONDON W.1



# THE SPORTSMAN'S BOOK OF BRITISH BEASTS.\*

(See Illustrations on page 600.)

**A**NIMAL-painters who can give us really vivid and life-like pictures of birds and beasts number no more than six or seven at most. And of these but three, J. G. Millais, Archibald Thorburn, and Charles Whympers—have essayed the task of producing scientific works illustrated by themselves, and proving, in so doing, as skilful with the pen as with the pencil and the brush.

Mr. Archibald Thorburn has just completed the second volume of a really magnificent work on British mammals written avowedly for the field-naturalist rather than for the high-priest of science. Nevertheless, these volumes will be read with delight and profit by both. For Mr. Thorburn writes as one having authority, having spent long years in the field as well as in the studio.

The present volume contains some striking contrasts—ranging from the tiny harvest-mouse, on the one hand, to the giant blue-whale, of 100 feet long, on the other. Never before in history have the Cetacea been quite so perfectly depicted as in this volume. Every species of whale, porpoise, and dolphin known to inhabit the British seas is faithfully described and figured here; and this is no small accomplishment. Moreover, this section of his book will be very welcome to the sportsman, for whales are favourite topics of conversation after dinner, whether as creatures intimately associated with the prowess of hunting, or as a matter for debate as to whether they are "fish" or "animals." He may even be called upon to decide whether Jonah really swallowed a whale or *vice versa*. The author's pictures of the whale-tribe are, without doubt, the most carefully and accurately drawn which have yet appeared, though his figure of the "Killer" was evidently drawn either from a female or young male, since in the full-grown bull the dorsal fin would be twice the height which is shown here.

There was no intention on the part of the author of these sumptuous volumes to write long descriptions of the animals. In the first place, there is no need for them. And this because all that is to be said has already been said, and by numerous writers whose works are sure to be found upon the shelves of every country house where any store is set on

knowledge of the birds and beasts of these islands. Yet nothing seems to have been left unsaid to make the work complete. To have enlarged on the text would have been fatal; for intending purchasers of the volumes would have been terrified by their formidable bulk. Even as they stand, they impress

is the same. The fidelity to nature, both in line and colour, is astonishing.

The reindeer is mentioned as one of the animals which has become extinct within the British Islands within historic times, on the strength of a passage in Torfæus's "History of Orkney," written at the close of the twelfth century. As commonly translated, this passage states that "the Jarls of Orkney were in the habit of crossing over to Caithness almost every summer, and there hunting in the wilds the red deer and the reindeer." But the experts who have examined the original MS. are by no means agreed whether reindeer are really the animals intended. Under these circumstances it must remain a matter of doubt whether this animal survived in these islands into historic times.

Mr. Thorburn evidently disallows the claims of the Skomer Islands and Sanday Island voles to rank as distinct species; nor will he apparently admit the St. Kilda Island mouse. It must be granted that they can only be distinguished by experts, and hence no one can quarrel with him on this account. No more than one slip of the pen can be found: this concerns the North-Atlantic right-whale, which is given the Latin name of its South-Atlantic congener—*Balæna australis*; it should read, *Balæna glacialis*. Mr. Thorburn is to be congratulated on having completed a formidable task in a truly magnificent manner. W. P. PYCRAFT.



A PALACE OF COMFORT FOR FOREIGN AND OTHER VISITORS TO LONDON: THE NEW HOTEL BELGRAVIA, CLOSE TO VICTORIA STATION—THE ENTRANCE HALL AND LOUNGE.

(See Paragraph on this Page.)

one by their size—but they create a kindly impression, they are such comfortable-looking volumes. And to turn over their pages is a thrilling experience. Whether we turn to the mice or the whales, the result

Visitors to London, especially those arriving from abroad, will have welcomed the opening (on Nov. 1) of the new Hotel Belgravia, described by Mr. Max Pemberton in an illustrated booklet as "The Gateway to the Continent." It provides every modern comfort, in a central and convenient locality, close to Victoria Station. The restaurant, accommodating from 300 to 400, is run on the same lines as the Rendezvous, which belongs to the same proprietors, and offers an excellent lunch at 3s. 6d. and dinner at 5s. There is a good orchestra and dance floor. Each of the 250 bedrooms has hot and cold water, telephone and reading-lamp at the head of the bed, and gas-fire with slot-meter. From the roof-garden a wonderful view of London is obtained. The hotel stands opposite the American Embassy, and during the war was the U.S. Army Headquarters in Great Britain, as recorded in a memorial tablet by Sir Edwin Lutyens. Hence the hotel is sure to be popular with American visitors. A new departure for large London hotels is the engagement of a well-known Harley Street physician as resident doctor.

\* "British Mammals." By Archibald Thorburn. Vol. II. (Longmans and Co.; £5 5s.)



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## THE CHRONICLE OF THE CAR

IT is obviously impossible to deal adequately with all that is of interest at the Show, even within the limits of such a Supplement as that which accompanies this issue of *The Illustrated London News*, and I therefore am continuing below the description of the more notable exhibits. Next week I hope to deal still further with others to which, through considerations of space, or because I have had no present opportunity of examining them, I have not been able to refer on this occasion.

Swift of Coventry, Ltd. One example of the "ten" two-seater, and four of the 12-h.p. model, including a bare chassis, constitute the Swift display on Stand No. 266 at Olympia. The larger type is staged as a combination open touring and "all-weather" car; a 2-3-seater and a coupé.

So far as the mechanical details of the chassis are concerned no radical alteration in either type falls to be recorded. The standard body-work, however, has been considerably improved, both as to design and finish—a remark which applies especially to the various styles of coachwork fitted to the 12-h.p. model.

The 10-h.p. Swift has a four-cylinder engine of 63-mm. bore, and 90-mm. stroke, rated for taxation purposes at 9·8-h.p. The cylinders are cast *en bloc*, and the engine is a particularly clean piece of work, the carburetter, oil-pump, and magneto being arranged in very accessible positions. The magneto is provided with a neat and effective means of adjustment. Thermo-syphon cooling is employed. The clutch is a leather-faced cone, with springs beneath the leather to ensure sweet engagement. Three speeds and reverse are provided, the gear ratios ranging from 18 to 1 on first, to 4·5 to 1 on top, which enables the car to climb any hill it is put to, and attain a speed of 45 miles an

hour on the level. The foot-brake operates behind the gear-box, and the hand-brake on rear wheel drums. The springs throughout are semi-elliptics of good length with very little camber. The petrol consumption of the Swift "ten" works out at between 35 and 40 miles to the gallon.

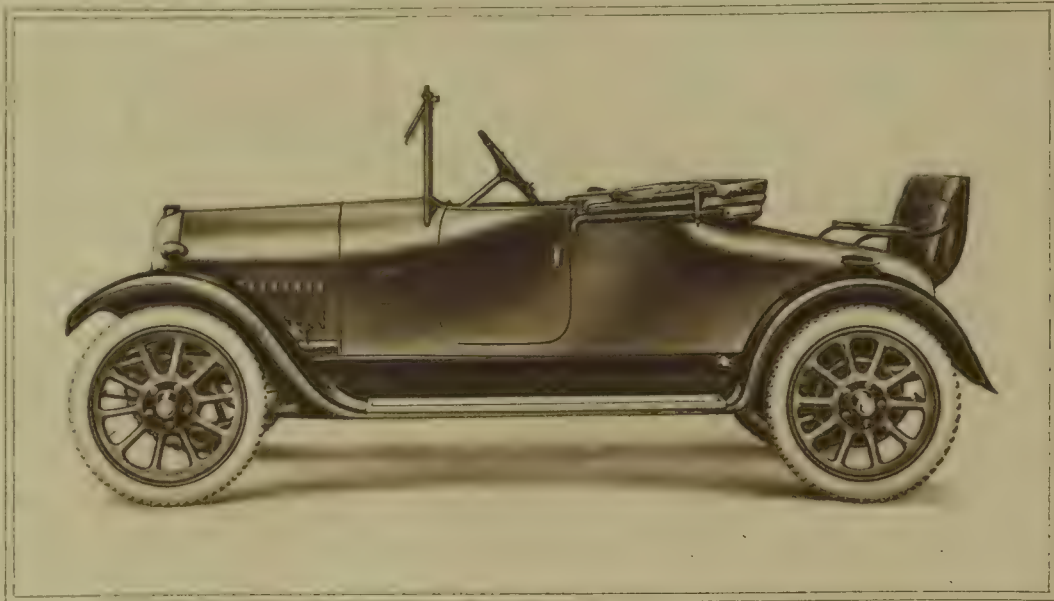
The new "twelve" has a 4-cylinder monobloc engine of 69 mm. by 130 mm. Lubrication is by gear-driven pump situated in the base chamber, and the magneto is driven by chain. The general features are similar to those of the

accommodation for three inside and two on the driving seat; a seven-seated saloon limousine; and a five-seater touring car with sliding front seats. These cars as exhibited are priced at £1800, £1950, and £1550 respectively. Apart from the luxurious nature of the Sizaire-Berwick coachwork (no two examples of which, by the way, are exactly similar, each specimen of the same type possessing something that distinguishes it from its fellows) the chassis on which these are mounted is an extraordinarily fine piece of engineering, so carefully

planned as to details that even such trivial jobs as the greasing of spring shackles and the brake mechanism are accomplished from the outside of the chassis. Thus a turn of a milled disc on the exterior of the valance lubricates the front and rear spring shackles. Oiling of both universal joints is automatic from the gear-box, and in many other directions the convenience of the driver has been carefully studied. Another practical detail that will commend itself is the provision of a flat tool-kit hinged on the underside of the instrument-board, and containing such tools as are most likely to be required. All the instruments on the dash are illuminated by a dull light from behind their dials—a useful refinement which eliminates glare in the driver's eyes at night. A noteworthy point, too, is that all the wiring is en-

closed in tubes, and the lamps are independently controlled from the dash. Access to the connections and fuses is obtained by removing a couple of hand-screws holding a hinged plate on the switch-board. The engine is a four-cylinder of 95-mm. bore and 160-mm. stroke, rated at 22·4-h.p. for taxation purposes, and is bolted direct to the frame. The plate-clutch is entirely enclosed, and the gear-box, which affords four speeds, is mounted on a sub-frame with a unique form of three-point suspension, two points being on the off-side and the third on the near-side. An enclosed propeller-shaft transmits the drive to a spiral bevel back-axle. The springs are

(Continued overleaf.)



AS EXHIBITED AT THE MOTOR SHOW: AN 11·4-H.P. HUMBER TWO-SEATER.

A description of the Humber cars exhibited in the Motor Show, on Stand No. 300 at Olympia, will be found on page xvi of our "Motor Show Supplement."

"ten," with the exception that four gears are provided, and in this connection it may be remarked that the provision of the extra gear on cars of the 12-h.p. class is a development to be encouraged, enabling as it does these moderate-powered cars to give a much wider range of service than their engine dimensions would suggest.

#### Sizaire-Berwick Refinements.

Whether Sizaire-Berwick will actually be in the Show I do not know at the time of writing. Assuming that they are, the exhibit consists of three complete cars—a town coupé with seating

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FOUR-CYLINDER 10-15 h.p.	
CHASSIS - - - - -	£410
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beautiful car in  
the world One  
chassis only 25-50hp.*

A choice selection of carriage work can be seen in our Showroom, and we invite your inspection. We are not exhibiting at Olympia.

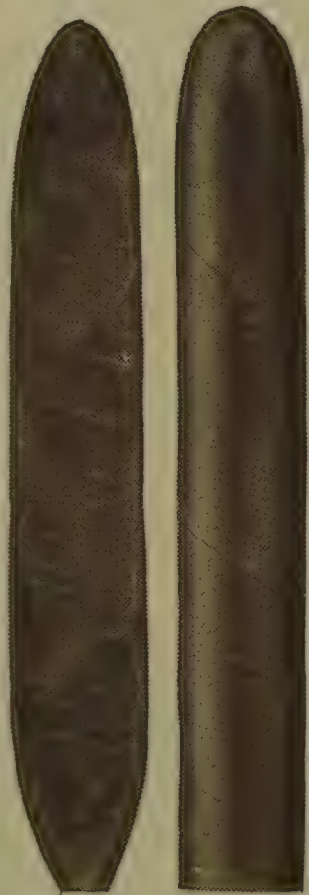
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280 Miles.

1½-LITRE

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(1500 c.c.)  
(65 × 112 m/m.)

October 22nd.

FIRST : SECOND : THIRD

FIRST : SECOND : THIRD

*"The Greatest Victory in the  
Annals of Automobilmism."*

—Vide Press.

"Speed is not the sole necessary quality in a good car, but I am convinced that such efficiency as was displayed by the winning trio in the 200-miles race is absolutely impossible unless every part of the engine and chassis is mechanically perfect in material, design and construction."

The above is the considered opinion of one of the leading motoring journalists, and but drives home the Talbot-Darracq "value-for-money" policy — that of providing the very best possible car at the lowest possible prices.

## OLYMPIA STAND 283

28/70 h.p. 8-cylinder model (THE CAR DE LUXE OF EUROPE) of which it can safely be said that motoring has reached the last word in luxury  
CHASSIS PRICE 1922 £950

16 h.p. 4-cylinder, complete with 5-seater touring body, replete with all equipment and really "ready for the road" £695

1½-LITRE (12 h.p.) 4-cylinder; overhead valve engine; Delco ignition, electric starter, etc.  
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Complete with 4-seater touring body £595

8 h.p. 4-cylinder, overhead valve engine, complete with two-seater semi-sporting body £325

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W.1.



(Continued.)

semi-elliptics throughout, and a minor but practical point is an extension on the front spring-clips which provides a suitable place for a jack. Detachable wire wheels shod with 895-by-135 mm. tyres are standard. Smith electric lighting and starting is used. The engine details of the Sizaie-Berwick are extremely interesting, and special attention may be called to the following distinctive points: The single method of hand-adjustment for the fan-belt; the ease with which the five jets and float-chamber of the Smith's carburetter can be removed by undoing one union and one nut; the extra air-inlet operated from the steering column; the large dimensions and convenient position of the oil-

filler; and the unique type of oil-filter, which contains many yards of very fine gauze, forming a circular block which can be easily withdrawn through the filler orifice.

The C.A.V. Messrs. C. A. Vandervell and Co., Ltd.'s Stand No. 443 at the Motor Show, Olympia, from Nov. 3 to 12, promises this year to be of ex-

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ceptional interest to all concerned in the electrical equipment for motor-cars. Great advances have been made in the general efficiency and reliability of their dynamos and starters, and the new C.A.V. range of circular types should adequately fulfil all requirements in this most important direction. All models of the "D" type dynamo can be

supplied with coil ignition-distributors for four, six, or eight cylinders, thus obviating the necessity for a separate ignition unit. The starters have been considerably simplified, and incorporate the well-known Bendix drive. This range includes the smallest electric starter in the world, the diameter of which is only  $3\frac{1}{2}$  in. An innovation of the greatest importance to car-owners is the introduction of the C.A.V.-Willard battery—a design incorporating the best features of both makes. Numerous electrical accessories for the comfort and convenience of motorists will be on exhibition, and the new interior lamps are certain of attracting a great deal of attention, as also the new C.A.V. horns and dash-lamps. Head-lamps and side-lamps show many marked improvements in constructional detail, and the introduction of several new-type side-lamps for mud-guard fixing is especially interesting. No one interested in electrical-components for cars should miss a visit to Stand No. 443.

**Lodge Plugs.** The already comprehensive range of models, including the well-known Lodge Standard and Weatherproof Plugs, is this year supplemented by two or three very interesting new models. The Lodge Priming Plug, which was so successfully introduced at the 1919 Exhibition, has been re-designed with a view to reducing its height. This has been accomplished, the height of the new model being only a quarter of an inch more than the standard plug. In addition, the design now approximates very closely to the standard three-point plug. The insulator is all steatite; the priming-tube has been slightly increased in bore, greatly facilitating the flow of petrol into the cylinder; and the priming-valve has been greatly improved, ensuring perfect gas-tightness, and making it impossible for the valve to stick. This plug, fitted in place of the ordinary plug, enables liquid petrol to be introduced into the cylinder, freeing "gummed up"

pistons and rings, and wonderfully facilitating easy starting. An insulated knob at the top of the plug forms a petrol-cup, and also operates the priming-valve. When the valve is closed the plug operates just as an ordinary plug. On engines where no



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priming-taps are fitted, this plug is a great boon; and even on cars with electric-starters its use will increase the life of the starting-battery, and reduce the strain and wear and tear on the starter gears, etc. The plug is made with all types of thread, and should be specially welcomed by Ford owners. The price has been reduced to 9s. 6d.—a very reasonable figure.

Another feature of interest in this exhibit is the reintroduction of the double-pole and two-ignitions plugs, the manufacture of which was suspended during the war. The double-pole plug, used in conjunction with an ordinary single-pole plug, provides two sparks simultaneously in the cylinder from one source of ignition, and is found to give increased power in many engines, particularly where the ordinary plug is "pocketed."

A somewhat similar plug, the two-ignitions model, enables two systems of ignition to be used on engines where it is only possible to fit one plug per cylinder.

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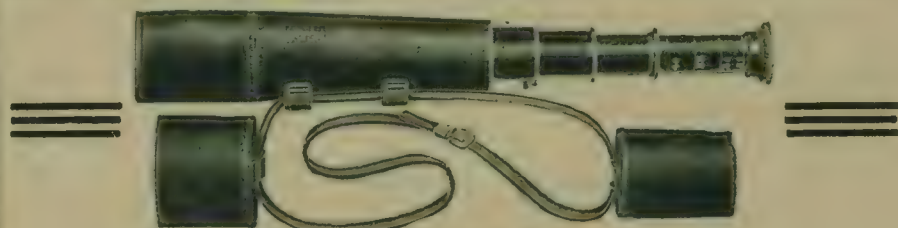
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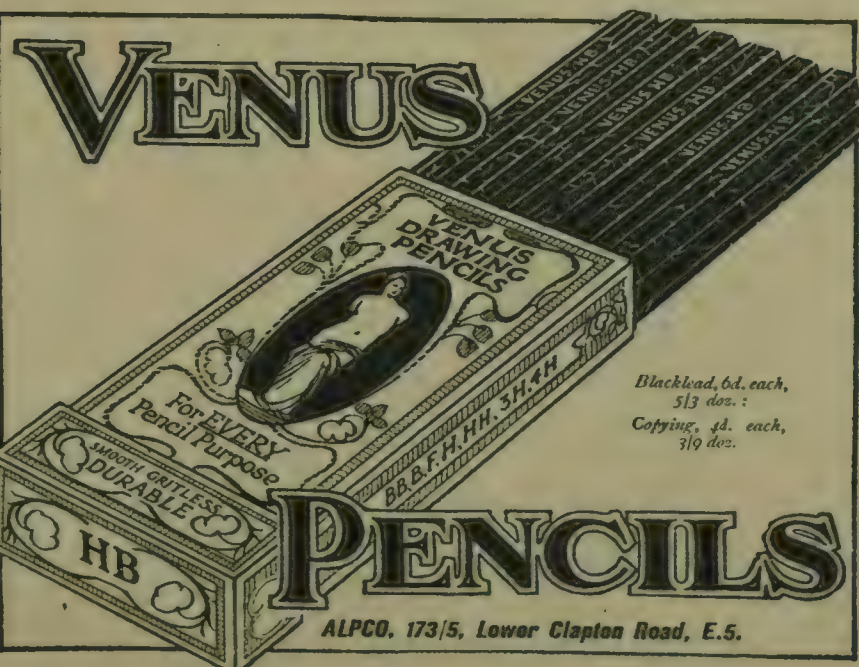
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## THE PLAYHOUSES.

## "RUDDIGORE'S" REVIVAL AT THE PRINCE'S.

THE neglect of "Ruddigore," never revived since its production of thirty-four years ago, is a marvel not easily explained, for its travesty of melodrama and grand opera conventions and its fantasy of the ancestors' portraits that come to life are quite good Gilbertian fun, while its score contains some of the daintiest of Sullivan's melodies and the most ingenious of his devices of orchestration. The legend that it was not much of a success at the Savoy is wholly unfounded, for it ran for over three hundred nights. The silly fuss that was made over its title by the mealy-mouthed, never a very serious affair, can hardly have influenced the D'Oyly Cartes to keep it on the shelf, as it conquered such opposition during its original run. Complaints of anything sombre in its atmosphere hardly count in view of the constant revivals of "The Yeomen of the Guard." So we fall back on a purely commercial reason. The picture-gallery scene required too elaborate a setting to make presentations of the opera worth while by a management which relied so largely on provincial touring. Well, here it is—picture-gallery and all—at the Prince's, and if Mr. Carte had not made repertory arrangements, he might have kept it in his bill probably for a hundred evenings, so enthusiastic in its praise are our younger generation. "Ruddigore" is well served by its present interpreters, among whom are Miss Bertha Lewis, Miss Elsie Griffin, Miss Catherine Ferguson, Mr. Leo Sheffield, Mr. Derek Oldham, Mr. Darrell Fancourt, and Mr. H. A. Lytton. Perhaps the most striking performances are those of Miss Ferguson, in her Ophelia part of Mad Margaret, and Mr. Fancourt.

## SIR JOHN MARTIN HARVEY, AT THE LYCEUM.

The Lyceum has historical associations for Sir John Martin Harvey—on its stage he long served under Henry Irving's banner—and it must have been with



AN ANGLO-AMERICAN ALLIANCE: THE WEDDING OF MISS MARION DAPHNE LIBBY TO MR. D. J. DONOHUE—THE BRIDE AND BRIDEGROOM LEAVING THE CHURCH.

The wedding of Miss Marion Daphne Libby, daughter of Mr. and Mrs. Frank Wyman Libby, of Norfolk Lodge, Wimbledon Park, to Mr. Daniel Joseph Donohue, of Chicago, took place recently at St. Mary's Church, Cadogan Street, Cadogan Square.

especial pleasure that he found it possible to make there his London reappearance. He began his season with a revival of that exciting melodrama he must have acted some thousands of times, "The Only Way," wherein he looks still surprisingly youthful as Sydney Carton; and at a matinee he gave us M. Maeterlinck's piece of war propaganda, "The Burgomaster of Stilemonde." We are too near the events to be able to estimate in the right perspective this dramatisation of history, scrupulously fair though the playwright tried to be in his arguments. Perhaps because of his meticulousness, it appears to be a trifle tame, with its climax marred by prolixity.

Special excursions from London to Paris, being the last Continental trips of the season, have been arranged for Friday and Saturday, Nov. 4 and 5, with cheap return tickets to Paris, valid for fifteen days. These cheap tickets have been made available not only by the 8.30 a.m. Dover-Calais and 8.0 p.m. Dover-Boulogne services, but also by the new afternoon service via Folkestone-Boulogne leaving Victoria, S.E. and C.R., at 2.0 p.m. and arriving at Paris (Nord) at 9.12 p.m. This run of 7 hours 12 minutes from London to Paris is a record for excursion travel.

On Armistice night the members of the London Country Club, Hendon, are giving a wonderful costume ball and carnival in their magnificent ball-room, which is being specially decorated for this occasion. Three jazz bands have been engaged, so that the music will be non-stopping throughout the whole of the evening. The ball is being supported by a number of well-known actors and actresses, and parties from two popular revues are going to it. Many surprises are being worked up, and wonderful lighting effects are to be one of them. The proceeds from the ball are being handed over to the Hendon hospital, which is badly in need of funds. The tickets are £1 1s., which includes supper, and can be obtained from the Secretary of the London Country Club, Hendon, N.W.9.

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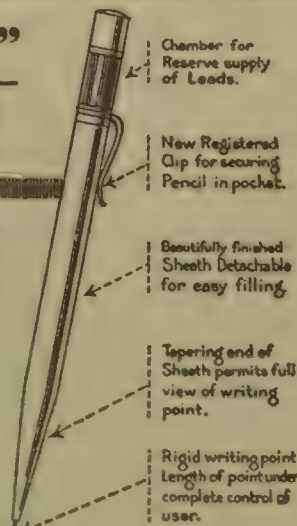
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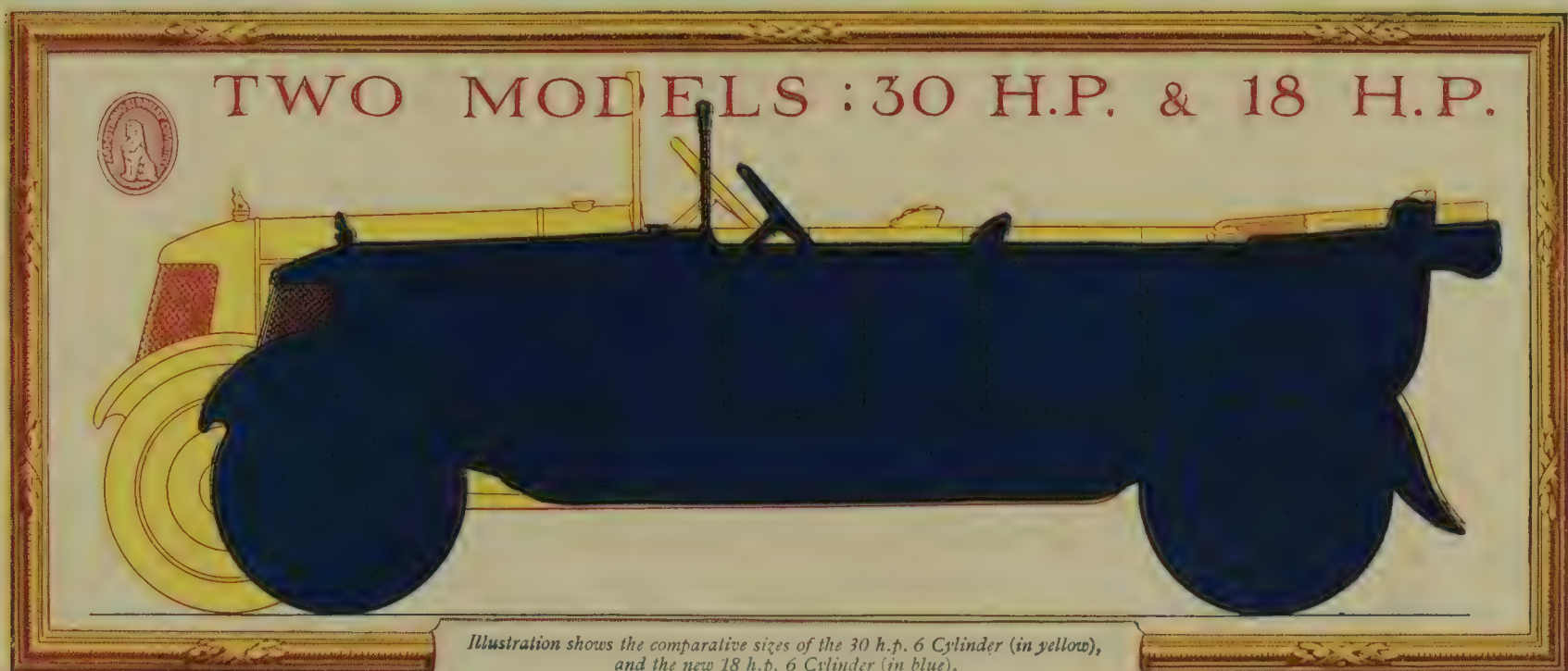
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Olympia and the White City — Nov. 4-12, 1921



*Illustration shows the comparative sizes of the 30 h.p. 6 Cylinder (in yellow), and the new 18 h.p. 6 Cylinder (in blue).*

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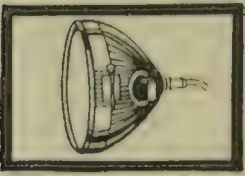
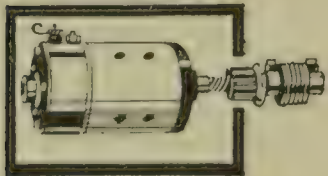
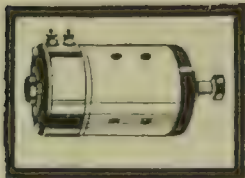
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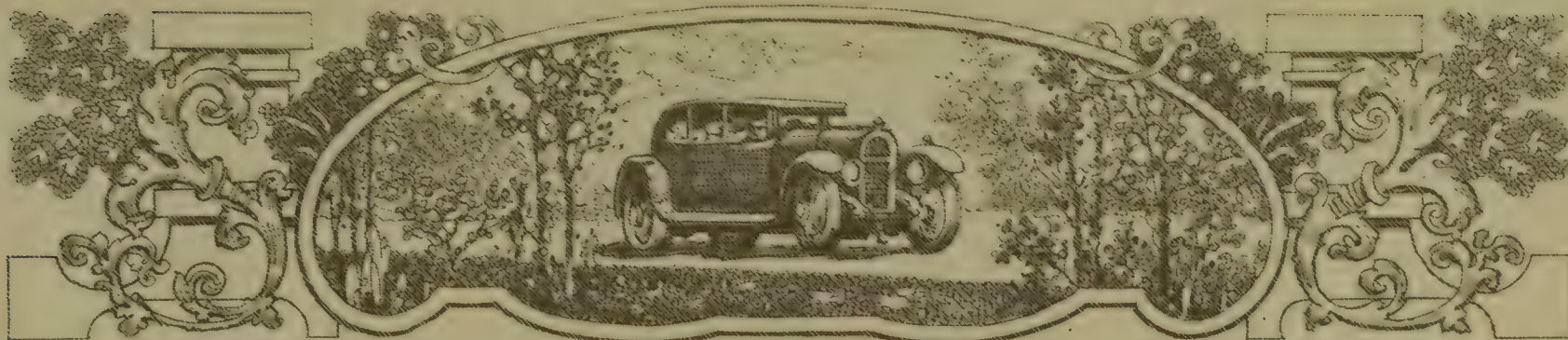
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IN looking back over the opening comments I made a year ago in connection with the Motor Show, I find I had to write at considerable length of the difficulties encountered by the motor manufacturing industry of this and other countries in getting back from the work of the war to the tasks of peace. Then the general complaint from the buying public was that cars which had been ordered as long before as the Show of 1919 were still undelivered, in consequence of manufacturers having totally underestimated the complete upheaval that must take place in their works and organisation before peace production on any scale worth while could be attained. In the main, I am not at all certain that by the time the Show had arrived the public generally had any vast regrets about the delays which had taken place, since the "slump" in trade had already set in, and the country was threatened with all sorts of industrial trouble, much of which has, unfortunately, materialised in the meantime.

To-day the industry is faced with a very serious condition of things. Owing to the high production costs of the British car—which still is the best in the world, judged on the whole—our overseas motor trade has been reduced to somewhere near vanishing point. That it will come back as methods improve, as Labour returns to sanity and becomes once more willing to give a day's work for a day's wages, and as the exchanges improve, there is no reason at all to doubt. But there is no blinking the fact that the industry is not in a particularly good way at the moment—it would be idle to pretend otherwise. True, it is not alone in that, for the whole commerce of the country shares in the depression. Some trades have been worse hit than others, but among them the motor trade surely has suffered to the maximum extent possible.

It is not my intention to pen a disquisition upon the trade conditions of the country, but I have made these remarks in passing because I think it is imperfectly realised to what an extent the motor industry has suffered by reason of its superlative efforts in the war. We all know how the motor factories of the country were turned round about and upside down to aid in defeating the enemy. No industry suffered such great disorganisation, or complained so little about it. The consequence of all this disorganisation was that, when the war was over, the gigantic task of restoring the industry to a peacetime basis made it quite impossible to share in the boom in trade which ruled during the ensuing eighteen months. A great deal has been said about the enormous prices which were obtained for anything on wheels during that all-too-short period, but I do think it ought to be pointed out that these high prices were, generally speaking, obtained for used cars and not for new. Of course, a few firms who had been concentrating on their legitimate business during war-time were able to produce and to reap their share of the

harvest, but as a rule nobody could deliver, even though his order books were full to bursting point. Before the production stage was reached, the slump had come. Hence the trade has been hard hit by the prevailing conditions, and it has most certainly not reaped the huge profits

### THE 15th INTERNATIONAL MOTOR EXHIBITION, *Olympia and the White City—Nov. 4-12.*

with which the unthinking credit it. On the contrary, it has suffered very severely indeed for its patriotic efforts during the war.

The past year has, apart from these causes, been one of great difficulty. There has been industrial trouble enough, in all conscience. The coal



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strike caused a most serious set-back early in the year. There have been local labour troubles which have held up production and have naturally increased costs. Altogether, the motor trade has small reason to regret the imminent passing of the year of grace 1921.

I find that a year ago I had to pass the considered judgment that the previous twelvemonth had seen very little that could be described as progress in design. Generally speaking, makers had perforce to be content with producing their pre-war designs—modified and improved in detail

than there was a year ago. I am speaking, of course, of the basis of design generally; because to say that there is little or no change would be very wide of the mark. As a matter of fact, one would have to go back a very long way in automobile history to find another year in which such distinct tendencies to change have been demonstrated. Yet any but the student might go to Olympia and the White City and come away with the question on his lips: "Where are all the changes? The car of to-day looks exactly like that of last year and the year before."

That is true enough; yet change there is, and that of the most significant kind. The great tendency now is towards the comparatively small car at the one end and the quite large one at the other. One misses the old-time "fifteen-point-nine" which was, up to the war, the most popular type of them all. Then anything as low as 13.9 rating was regarded as being too small and under-powered for general use. We had "light" cars, it is true, but they were regarded more as a sort of stepping-stone from the motor-cycle to the car than as serious competitors for the favour of the car-using public. For touring purposes the minimum we wanted was the 15.9. Anything smaller was regarded as a mere runabout. That has all been changed, and we find the car of 11.9 nominal rating becoming the most popular type of all. There is more than one reason for this. Some will tell us that it is because supertaxation and trade depression

have so reduced the spending power of the classes who use the motor vehicle that very few can afford to buy or maintain anything bigger. I do not think this is so. In some cases, of course, the question of cost and upkeep is vital, but we may take it that when anyone is prepared to spend, let us say, £500 or £600 on a car he will, all other things being equal, either buy a comparatively cheap one in the power class he wants, or else find a few pounds more to achieve satisfaction. At the bottom of the increasing popularity of the "eleven-point-nine" is really its wonderful efficiency when compared with pre-war cars of twice its rated horse-power. It will do all and more than the 15.9 of pre-war times. We have only to regard the speeds attained in recent races to see how marvellously engine and car efficiency have improved in the last seven years. Engines of 68-mm.

bore are now capable of giving off considerably over fifty brake-horse-power—racing engines, that is. Even the "trade" engine of this dimension will give a power output of well over 20 h.p. at normal revolution speeds, and what more is necessary for comfortable touring at moderate speeds? I have habitually averaged 25 m.p.h. over long journeys on an 11.9, and that without in any way over-driving the car. In fact, I have easily maintained this average without exceeding thirty-five miles an hour. Judged on performance, the so-



A SUCCESSOR OF THE PIONEER SIX-CYLINDER: THE 40-50-H.P. NAPIER "SPORTING TORPEDO."

to a considerable extent it may be, but nevertheless the car of 1921 showed little in the way of basic departures from what we had come to regard as accepted automobile practice. Nor am I inclined to think that there is any greater tendency shown to get away from the beaten track now

called low-powered car of to-day is a very wonderful vehicle and is deservedly popular, the more so as it is comparatively low in cost and its maintenance is likewise slight in comparison with larger and heavier vehicles. That is the main trend of things to-day—towards the small, high-efficiency



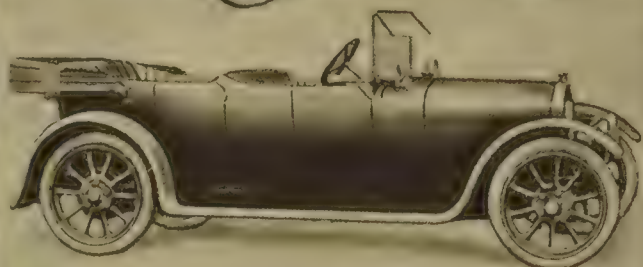
There is a  
Standard Wolseley Model  
to meet every requirement.



TWO-SEATER



TORPEDO



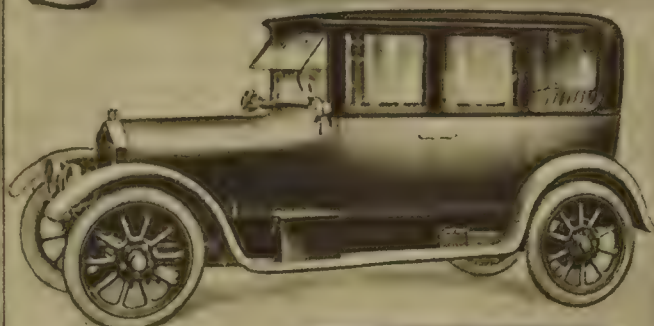
FOUR-SEATER TOURING CAR

*"Not Waiting for  
Wolseleys"*

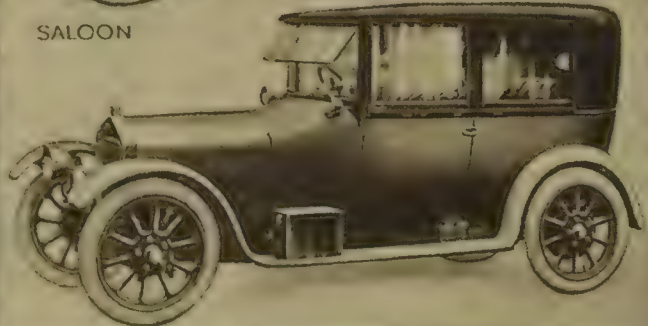
THE tremendous and ever-increasing demand for Wolseley cars has been met by a bold manufacturing policy. Nearly one hundred acres of factories, with a scientific organisation **second to none in the world**, are now devoted to the production of these leading British cars, so that **prompt deliveries may be confidently relied upon.**

No matter what car you now possess, or what new car you may be considering, **you cannot afford to ignore the claims of the Wolseley.** In quality, in comfort, in performance and in value, each Wolseley model stands an acknowledged leader in its class, unequalled for reliable and economical service.

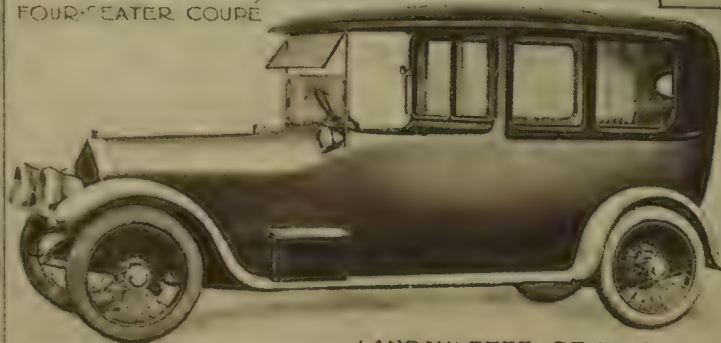
# WOLSELEY



SALOON



FOUR-SEATER COUPÉ



LANDAULETTE DE LUXE

## Prices for 1922 Season.

### THE "WOLSELEY" TEN.

Two-seater (Specification A)	£475	Torpedo (Specification A)	£525
" " (Specification B)	£440	" " (Specification B)	£490
Two-seater Coupé (Fixed Head)	£650		

### THE "WOLSELEY" FIFTEEN.

Two-seater Touring Car	£795	Saloon, to seat four	.. £1025
Four-seater Touring Car	£795	Single Landulette	.. £1050
Sports Model	.. £900	Four-seater Coupé	.. £1135
Two-seater Coupé	.. £995	Town Carriage, to seat six	£1150

### THE "WOLSELEY" TWENTY.

Touring Car de luxe	£1200	Limousine de luxe	.. £1500
Sports Model de luxe	£1275	Four-seater Coupé	.. £1500
Landulette de luxe	£1450	de luxe	£1500

Standard Equipment, Dunlop Tyres.

Five typical examples are being exhibited on

## STAND NO. 303, OLYMPIA

Owing to limitation of space at Olympia, we are unable to show more than five, but a full range of Wolseley Models is on show at

**WOLSELEY HOUSE, 157-160, PICCADILLY, W.**

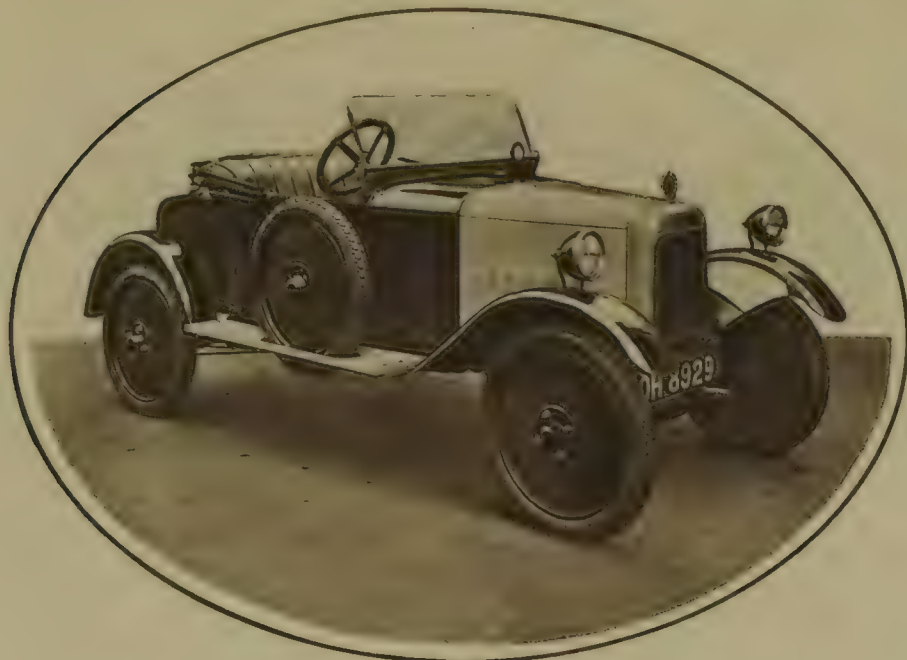
(adjoining Ritz Hotel)

and at

**PETTY FRANCE, WESTMINSTER,**

S.W.1





MADE BY A FAMOUS FIRM: THE NEW 10-H.P. B.S.A. LIGHT CAR.

car and the virtual disappearance of the car of what we used to call medium horse-power, such as the 17'9. At the other end come the cars of 20-h.p. rating and over, which are like their smaller sisters in that they are infinitely more efficient than their predecessors. These are for the people who can afford their cost and upkeep, and are in no way within the reach of the person of moderate income.

One tendency I am glad to observe. It was a long-standing complaint of mine, which I have never lost an opportunity of voicing, that the post-war policy of practically every manufacturer was to make his vehicle too much of a luxury for the average man of restricted means. I agree that every modern car ought to be electrically lighted. I also agree that an engine-starter is a very desirable thing to have on the car, if one can afford it. But the trouble is that in these hard times we cannot afford these things, and many a sale of an excellent car has been lost because of that. Makers are now beginning to see that my contention has been right all along, and quite a number, especially among the manufacturers of light cars, are now listing two models—the one fully equipped with all that is desirable, albeit expensive; and the other stripped of all the frills, but nevertheless a thoroughly workmanlike car. Wolseleys are a case in point, making, as they do now, two models of the popular 10-h.p. car: the one a *de luxe* vehicle equipped with starter, lighting set and all; the other without these adjuncts, and costing substantially less money. They are not alone either, since I could name a round half-dozen offhand who are now doing the same thing; whereas last year, if my memory serves me rightly, the Morris concern was the only one which offered the alternative in the Morris-Oxford and the Morris-Cowley, both, incidentally, sterling little cars.

While on this subject of tendencies, one must say a word on the trend towards the small car with two-cylinder motor. I confess that a year ago I doubted whether the type would catch on. But caught on it has, as anyone who regards the numbers of 8-h.p. Rovers to be seen on the road will appreciate. The A.B.C. is another case in point. The Wolseley Company are following suit with a small two-cylinder car, though, unlike the other two in which air-cooling of the cylinders is adopted, the new Wolseley has a water-cooled motor. The G. W. K. concern, after having used a four-cylinder engine in their later models, are reverting to the water-cooled twin, which, I understand, is something quite good. How far this tendency towards two cylinders will go I should not like to prophesy. Here, again, the great increase in engine efficiency, which has taken place since the lessons of the war have been applied to the internal-combustion motor, must inevitably help to popularise a type which in 1914 one would have said had little to recommend it in car practice save its cheapness. I think the type will go a long way.

The improvement in workmanship generally to which I referred a year ago seems to have

while various patent methods of fitting "tops," of which those employed in the Albert and the Standard cars are excellent examples, tend to make the touring car a general utility vehicle

been maintained, showing that the skilled craftsman is finding his touch again after years of high-pressure war work. I am distinctly of opinion that, in detail of finish, the 1922 car shows a marked advance over the one of this year.

Coach-work has advanced somewhat, the tendency now being towards bodies of the "all-weather" type. Even in the case of the car designed for touring rather than for use as a town carriage, we find that improved hoods and side-curtains, making the car a completely enclosed vehicle in wet or cold weather, are becoming general;

their faith—incidentally, with perfect justification. So satisfactory has the 40-50-h.p. six-cylinder Napier proved in the hands of users that it will remain unaltered for 1922, beyond improvement in matters of detail to give greater convenience to owners of this excellent car. This is the chassis which has just recently satisfactorily completed a very arduous trial over the Alps under the official observation of the Royal Automobile Club.

It is only natural that Napier, in pursuance of their usual policy of submitting all their models to trial under official observation of the Royal Automobile Club, should have had the courage and confidence in their production to submit their new model, designed on experience gained with the Napier aero engine, to such a strenuous test, where every detail is noted and officially recorded for all the world to know.

Apart from the many features of the chassis, the Napier exhibits this year will make even the most hardened and casual exhibition visitor open his eyes in wonder. The exhibit consists of three complete carriages—coachwork by Cunard in each case. That seems excellent but ordinary, but it is the boldness of the body designs and their colour schemes which will appeal.

The centre attraction is a motor carriage with the prosaic title of "town landaulette." The body is divided into two, the driver's, or front seat, being separate from the main body of the carriage, the latter being arranged on "C" springs, reminding one of the State Coach of Victorian days.

The main body is built to seat two, the seats being arranged in the most luxurious manner in



THE LAST WORD IN MOTOR ENGINEERING: A 40-H.P. LANCHESTER TOURING CAR.

of a kind undreamed of before the war. Altogether, the Show demonstrates a very marked all-round advance, not only in chassis details, but in every direction, and not least in the coach-building department.

### SOME OF THE EXHIBITS.

**Noiseless Napiers.** Napiers are at Olympia at Stand No. 291, where they show the single model to which they now pin

the form of a divan with loose down cushions. The back half of the car is made to open, giving all the advantages of a landaulette. The form of lighting is in keeping with the design of the car, beautiful hanging pillar lamps being fitted. The colour scheme of the interior and the fittings are on a particularly handsome scale. The upholstery is in a rare gold tabaret, which tastefully combines with a liberal display of lacquer-work in black and gold. A noticeable feature of this car is the canopy over the driver, which is made on the roller-blind principle, and simple to operate. The main body panels of the car are painted a deep orange chrome, making a striking contrast with the remainder of the body, which is finished in black with black leather upholstery to the front seat.

Additionally to this really unique car, there are shown a touring car and a "Royal Saloon," both of which are notable cars. Certainly this year's Napier exhibit lacks nothing of interest either to the student of design or the lover of luxurious and artistic coach-work.

There is real new interest at the Citroen Stand, No. 521 at the White City, of



A POPULAR AMERICAN: THE OVERLAND TOURING CAR.



# The Vauxhall range of cars



## 25 h.p.—The Weight-Carrying Chassis

The carefully-studied purpose of this type is to give the conditions of luxurious big-car motoring on the most economical basis. It is of the right size and power to ensure not only the highest degree of comfort, but also economy of running. For all-round merit, its road performance is unsurpassed. The 25 h.p. Vauxhall is the judicious choice of the man who seeks a car of distinction but not of fancy price. Chassis guaranteed for three years. Prices: Chassis £800, Vauxhall-Kington open car to seat 4 or 5 £1,100; landaulette or cabriolet £1,400.

## 30-98 h.p.—The Finest of Sporting Cars

A car of standard production that will do 85 m.p.h. carrying four in a touring body, and 100 m.p.h. with a racing body. But the great merit of this remarkable production is its combination of delightful driving qualities and ease of control with exceptional power. Taken as a whole, there is nothing to equal the '30-98' as a touring car, powerful, tractable and economical. Prices: Chassis £895, Vauxhall-Velox open car £1,195.

## 14 h.p. — The New Small Vauxhall

The essential point about this car is that it is of Vauxhall grade; no attempt has been made to cheapen it by sacrifice of quality. Extensive use having been made of high-grade steels and the new aluminium alloys, it is exceptionally light in weight. In speed, acceleration, top-gear performance and economy of running, the 14 h.p. Vauxhall will be found to bring advantages to the small car user beyond any which he has hitherto enjoyed. Price: Vauxhall-Princeton open car £750.

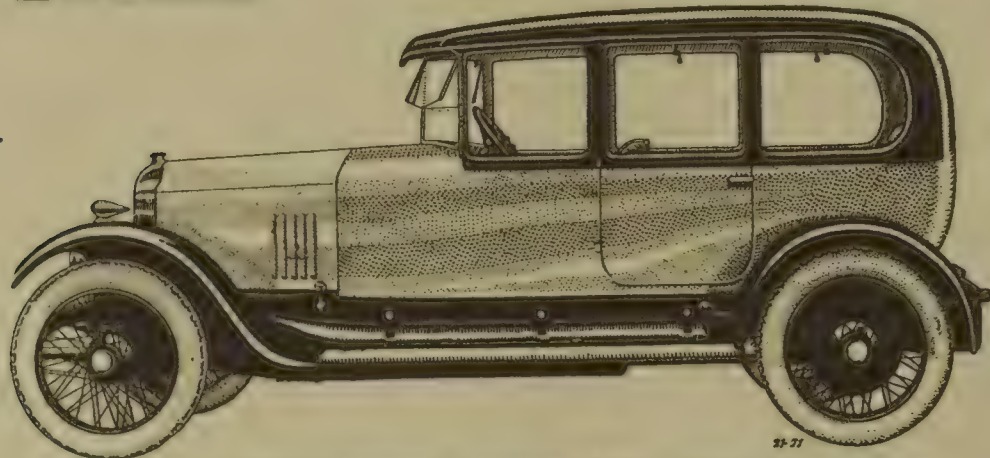
Stand 275  
OLYMPIA MOTOR SHOW  
November 4-12

25 h.p. Vauxhall-Kington open car with 4 doors  
25 h.p. Vauxhall-Warwick landaulette  
30-98 h.p. Vauxhall-Velox special 3-seater body  
14 h.p. Vauxhall-Princeton open car  
The new 14 h.p. Vauxhall chassis



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THE 25 H.P. VAUXHALL-WINDSOR LIMOUSINE, WITH 'AEROPLANE VIEW,' £1600

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By fitting the Springs of your Car with

# DUCO Grease-Retaining GAITERS

You will preserve them from destructive dust and rust, and provide constant lubrication. Springs, properly protected in this way, will retain their buoyancy and make your Car as comfortable as your Easy Chair—and almost as safe!

Supple springs mean comfortable and easy driving—without fear of jolts and bumps.

Supplied by all Garages from 9/6 each. Write for Booklet.

WHOLESALE ONLY—BROWN BROTHERS, LTD.,

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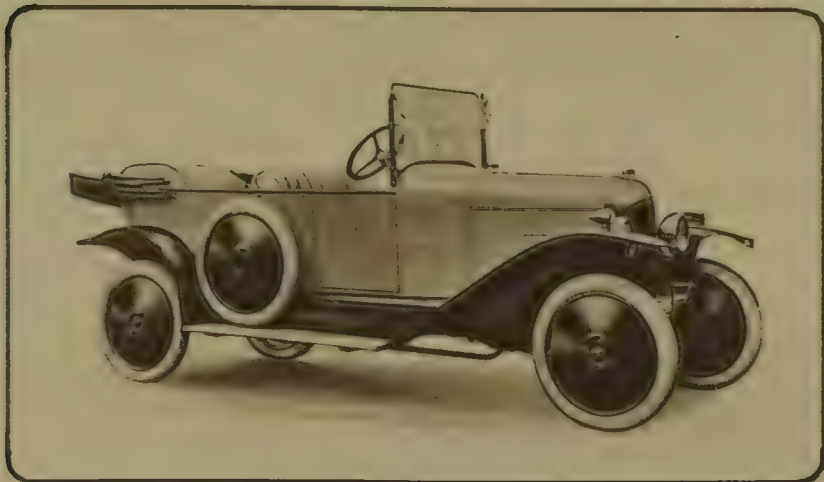
# LODGE PLUGS

## AT OLYMPIA STAND 447

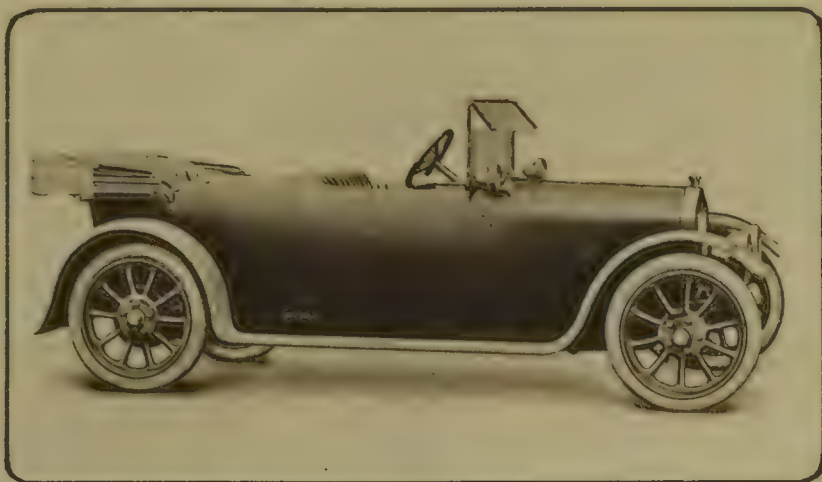
(in the Gallery).







A SUCCESSFUL FRENCH CAR: THE 10-H.P. CITROËN FOUR-SEATER STANDARD MODEL (£395).



A LEADING BRITISH TYPE: THE WOLSELEY "FIFTEEN" TOURING CAR.

Gaston, Ltd. The association of this clever French car with British Shows (and the British market) has been a particularly fortunate one. The sensation which the introduction of the Citroën by Gastons caused at Olympia in 1919 will be readily recalled. At this year's White City Show there are new model Citroëns on view which are bound to enhance the reputation of this famous post-war car, of which there are already 30,000 in service.

The standard 10-h.p. Citroën 4-seater is a very serviceable car, comfortable, reliable and economical; and at £395, complete with electric lighting and starting, it represents obvious value for money. It is of elegant appearance too; but, for those who want outstanding elegance at a little more cost, the new De Luxe Citroën—a novel feature of the Show—is especially designed. It sells at approximately £450, has an 11.4-h.p. engine (68 bore by 100 stroke), is of the same chassis construction as the 10-h.p., and retains the economy features of the latter.

#### Famous Fiats.

There is no car which has a better reputation among discerning motorists than the Fiat, which is, as everybody knows, Italian in its origin. From the very beginning of things I have been an ardent admirer of the Italian school of design—for it really is a separate school. The Italian car is so beautifully clean in line that one sometimes wonders how a car with so few visible parts can run, in distinction from some others which impel one to marvel how they can function properly with so many. The Fiat exhibit will be found on Stand No. 285 at Olympia, and it is replete with interest. In the first place, there is the 10-15-h.p. "Model 501," which I consider to be quite the

best of all the low-powered cars. It is not a light car in any sense of the word. If I may be allowed the paradox, it is a little big car, though its performance on the road is quite up to any of those that secure liveliness, acceleration, and hill-climbing by cutting weight to the minimum. Not that the Fiat is a heavy car. It is simply that the Italian automobile engineer knows where to lighten and where not in order to obtain a perfectly balanced whole. In this little Fiat he has succeeded in giving us a car which has no peer in its class. I do not wonder that it is becoming popular. Then there is the 15-20, rated at 13.9 for taxation—

#### Up-to-Date Wolseleys.

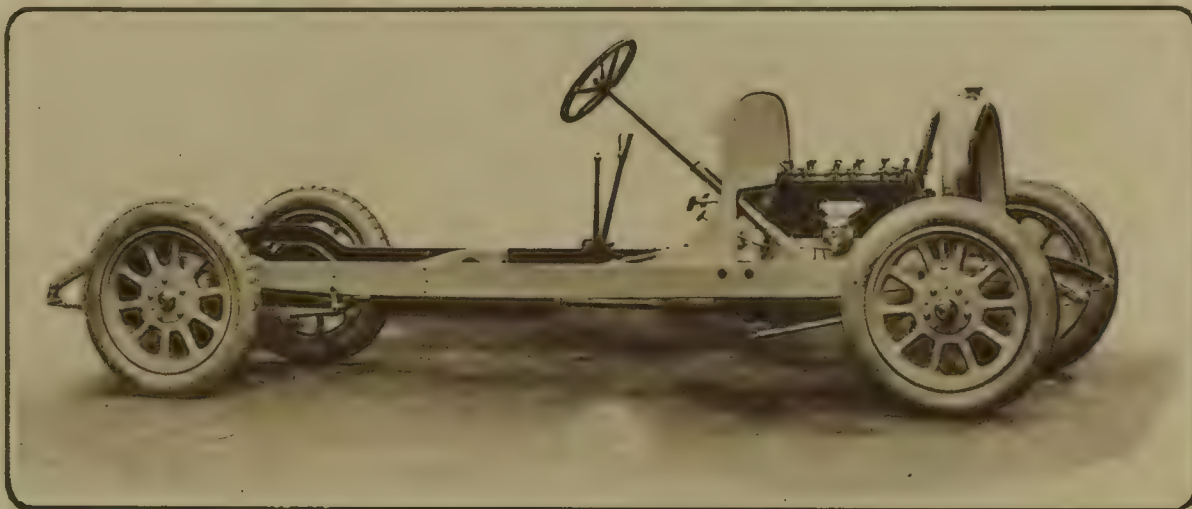
The foresight displayed after the war by the Wolseley Company in deciding to re-design the whole of their models and so take full advantage of their war-time experience is now receiving its due reward. The high quality of the Wolseley products has been proved by the immense success of the three post-war models during the past season, when, despite adverse trade conditions, the Wolseley sales ran into several millions.

One is naturally prepared to find that practically no chassis alterations have been made for next year, other than the various detail improve-

ments which are inevitable in the endeavour to attain perfection, the past year having proved that in its respective class each model exactly meets the requirements of the modern motorist. Several new carriages have, however, been added to the Wolseley range of coachwork, which can now claim to be unrivalled in its comprehensive nature. A very notable addition to the list of "Fifteens" is the new four-cylinder town carriage.

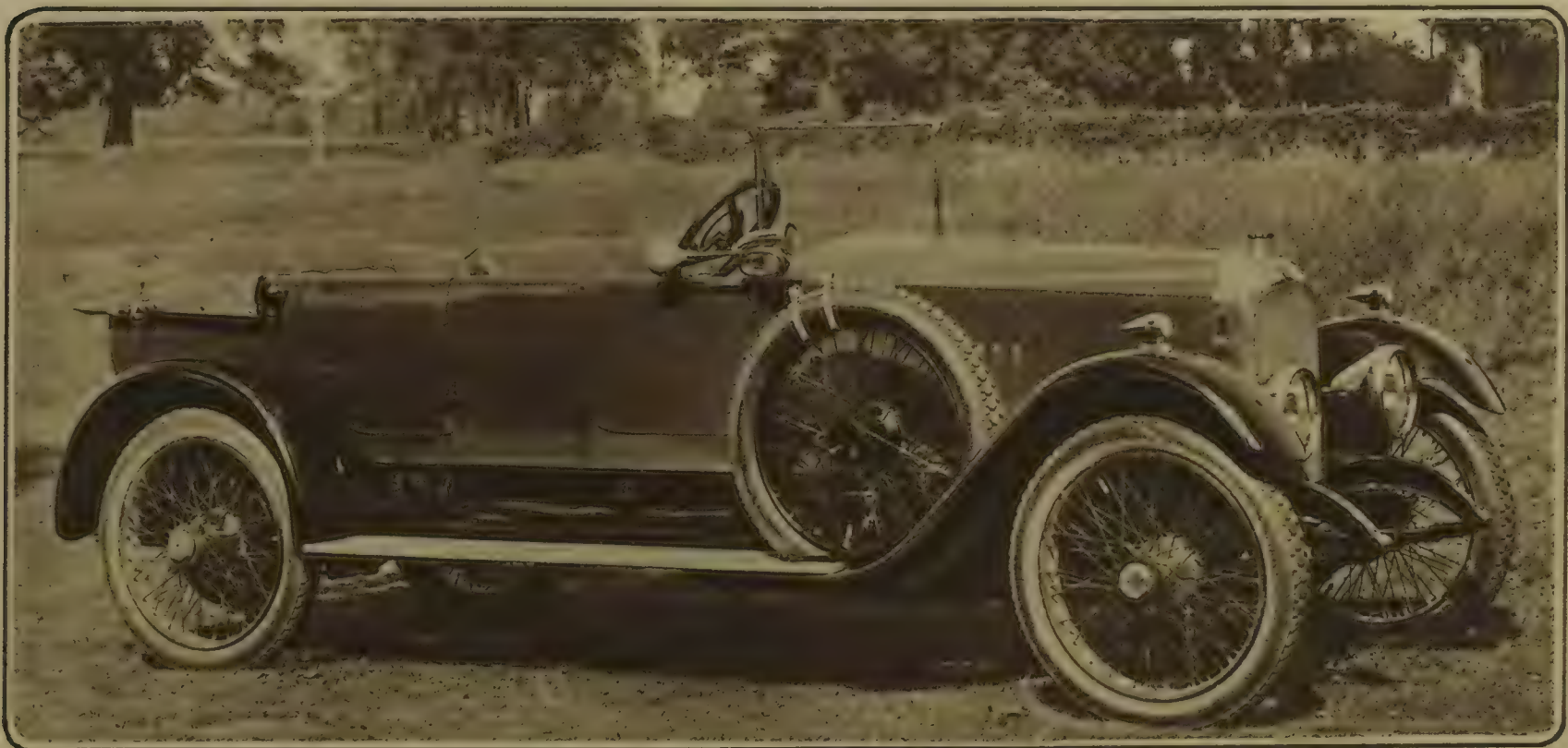
This is a six-seater of the most luxurious type, beautifully upholstered. Another innovation is the sports model, designed to meet the requirements of those to whom speed appeals. Finished in "natural" aluminium, it has a smart and sporting appearance that will attract many. The "Fifteen" two-seater is another introduction. A two-seater coupé with folding head is yet a further addition to the list—a very neat closed carriage seating two inside, which can promptly be transformed into an open two-seater, with dickey-seat, when desired.

The range of Wolseley "Tens" remains as last year, except as to prices. The two-seater is now



ITALY'S PREMIER CAR: A 20-30-H.P. SIX-CYLINDER FIAT CHASSIS.

a very fine car in its class. The six-cylinder 20-30 is another model which will attract a lot of attention. Quite a new car is the 40-60-h.p. "Super Fiat." This is a twelve-cylinder car, of 85-by-100 mm. bore and stroke. The cylinders are arranged as a V-set at 60 degrees, and are in two blocks of six. All the valves are of the overhead type, operated by a single cam-shaft, driven by a silent chain, the valves and their mechanism being totally enclosed by aluminium covers. Transmission is through a disc-clutch and three-speed gear-box to live axle, the bevels being of the spiral type. Semi-elliptic springs are used in front and cantilevers at the rear.



A CAR OF GREAT REPUTE: THE 25-H.P. VAUXHALL-KINGTON





# STAND 492 (GALLERY)

*Olympia 1921.*

The leading part played by

## DUNLOP

in the development of the motor industry cannot better be exemplified than by an inspection of the Company's latest products on view at Olympia.

Recent all-round price reductions further testify to the progressive spirit of the founders of the pneumatic tyre industry.

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BIRMINGHAM  
and Branches throughout the world





listed under two specifications: (a) With full equipment, at £475; and an alternative specification (b) without self-starter and with combined head and side lamps, at £440. The "Ten" torpedo is also listed in the same way, the prices being (a) £525, and (b) £490.

The Wolseley Company have recognised that the motoring public are becoming more and more interested in the small-powered car, and, true to their reputation as pioneers, have designed a small 7-h.p. This latest addition to the Wolseley range has nothing whatever of the cycle-car about it—it is as carefully and soundly designed as the larger Wolseleys, and, small though it be, is built throughout on the well-tried lines of big-car practice. The engine is of the horizontally opposed twin-cylinder type, water-cooled, with a bore and stroke of  $3\frac{1}{2}$  by 3.5-8 in. Cooling is by thermo-syphon, through a handsome nickel-plated honeycomb radiator of the usual Wolseley pattern, with an inlet and outlet pipe for each cylinder. The cylinders have detachable heads, and the side-by-side valves, with their springs and tappets, are enclosed by light covers.

#### The Royal Daimler.

In its chassis construction the Daimler, which has enjoyed the royal favour for many years past, in general follows well-defined practice, and is well known to all motorists as typical of the best, both in design and workmanship. There are features individual to the Daimler. For example, there is the Daimler sleeve-valve engine, which has steadily gained in favour since it was adopted and developed by the Daimler Company in 1909, and has been brought by them to a high state of perfection. In carriage-work, again, the Daimler may be said to have a distinction all its own, and in many respects Daimlers give a lead to others by reason of the artistic care with which their coachwork is designed and the conscientious manner in which the designers' ideas are carried out. The Daimler exhibit this year consists of a "Special" limousine, with Berkeley *de luxe* body; a standard "Thirty" landaulette, with Chesterfield body; a "Light Thirty" Lichfield coupé; and a "Twenty" landaulette. The first-named is a most handsome vehicle, with streamlined body, seating seven. Painted in dark lake, with black mouldings and grey leather upholstery, it is a most luxurious specimen of the coach-builder's craft. The coupé is also a wonderfully well-thought-out car, and is becoming the most popular type among owner-drivers. But, as everybody makes a point of seeing the Daimler exhibit, there is no need for me to go into details. It is enough to say that the number of the Daimler Stand is 272, and to leave the reader to see for himself.

#### Luxurious Lanchesters.

There is no necessity to paint the lily, we are told; and therefore to say that the Lanchester exhibit is the last expression of refinement in chassis design and luxurious finish of coachwork would be redundant. I would not go so far as to say that the Lanchester is the best car in the world, because the matter of what constitutes "the best" is largely one of personal opinion and pre-conceived ideals. But I have tested the Lanchester on the road, and I make it out to be a car which has no discernible

faults either of design or of performance. At every point one comes up against the impression that this is a car which it is difficult, even well-nigh impossible, to criticise adversely. Whether we regard the matter from the point of view of power, ease of control, acceleration, braking, or any of those qualities which we consider to be desirable in the

the eight-cylinder 27.0-h.p. car; the well-known "Sixteen," which many aver is the best car-value now being offered to the public; a new model 1½-litre 12-h.p. car; and an 8-h.p. chassis identical in design and construction with that shown by Messrs. Clement-Talbot. The wonderful racing successes of Talbot-Darracqs are too fresh in mind to need recalling. They have proved of so overwhelming a nature that it is quite superfluous for me to descant upon the merits of Talbot-Darracq design, or the really marvellous efficiency which Mr. Coatalen gets out of his engines. They are altogether wonderful cars, and will command more than average attention during Show week.

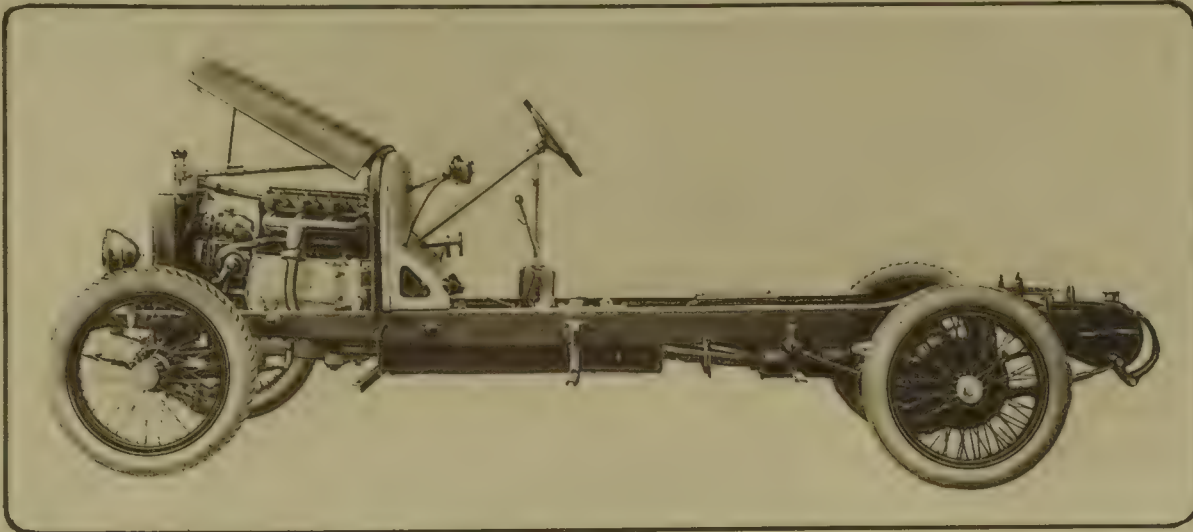
#### Armstrong-Siddeley Motors.

The five cars comprising the Armstrong-Siddeley exhibit on Stand No. 261 consist of three of the well-known and greatly appreciated 30-h.p. six-cylinder model, and these include one of the two saloons supplied to the Duke of York. The other two cars are a saloon, and an open four-seater on the new 18-h.p. six-cylinder chassis.

The new model has been introduced in response to a strong demand for a car having the same characteristics as the 30-h.p. Armstrong-Siddeley, but costing even less to buy and run. While the larger model will remain the leading product of this firm, the new type is certain to attain immediate and widespread popularity, for it embodies the successful principles of design of the larger car in its highly efficient overhead valve engine, multi-plate clutch, three-speed gear-box, helical bevel transmission, disc wheels, and light but extremely rigid frame. And yet it is offered at a remarkably low price: it would represent exceedingly good value for money even were its exterior finish mediocre—which is by no means the case; for, like the 30-h.p. chassis, the price of which has recently been reduced to £775, it is of the highest grade throughout—in workmanship, material, finish and performance. It has the refinement in appearance and running which has always been inseparably associated with cars of this make.

The six-cylinder engine of this new model has a bore and stroke of 2.73 by 4.125 in. (69.5 by 104.8 mm.), which gives it a Treasury rating for taxation of 17.9, so that the tax payable is but £18 per annum, though its actual brake horse-power is considerably in excess of the former figure. Its overhead valve gear is completely enclosed and yet immediately accessible, operating continuously under pressure lubrication. Ignition is by magneto, and, in order to secure the utmost efficiency and smoothness of running, a dual Claudel Hobson Carburettor of a special type is provided. It need hardly be said that an electric lighting and engine-starting equipment is included, but a special feature exists in the noiseless and shockless drive of the starter.

The larger model, while unchanged in general design from the chassis exhibited at Olympia last year, has been improved in a few minor details, making for still greater refinement, and thus continuing to justify the confident claim of the makers, *i.e.*, "You cannot buy a better car."



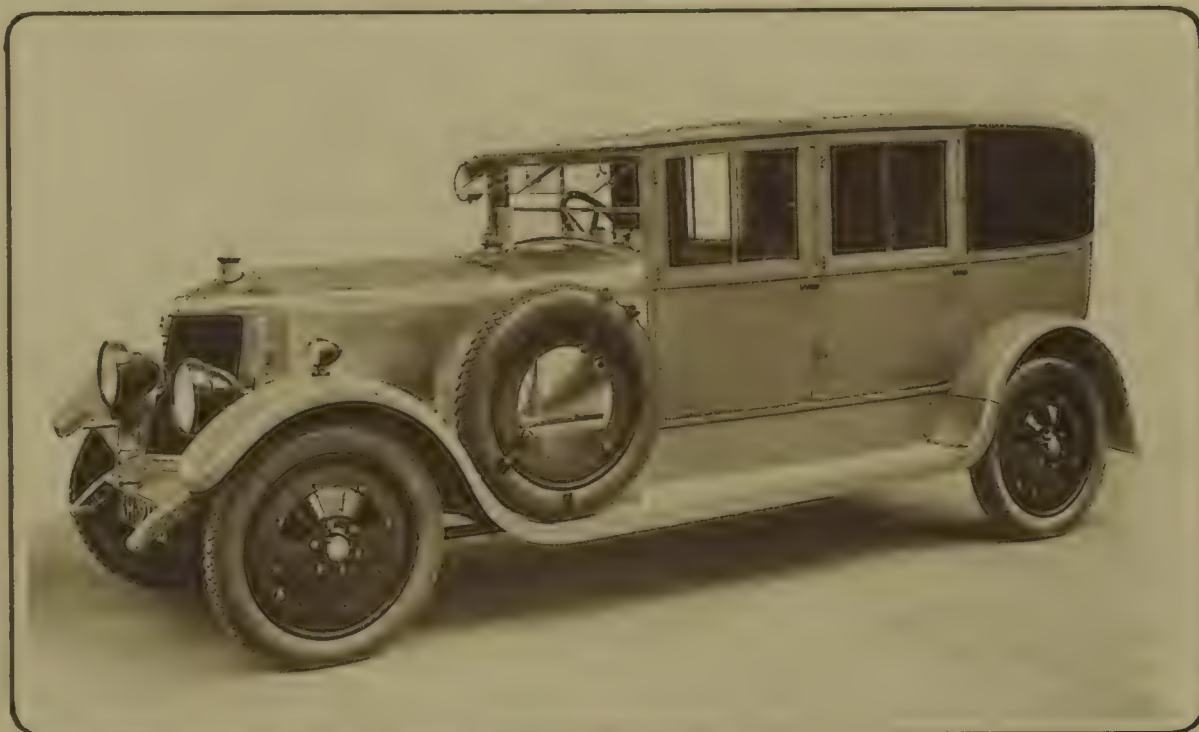
SHOWN AT OLYMPIA WITH A "MIRFIELD" DE LUXE LANDAULETTE CARRIAGE UPON IT: THE DAIMLER 20-H.P. CHASSIS.

perfect motor-car—perfect, that is, according to the possibly limited standards of to-day—we cannot say that the Lanchester falls short of anything else in any one particular. Whether it be the best or not in this case does not matter, because, as I have said, "best" is a term upon whose defini-



SHOWING THE DEPTH AND SPRINGING OF THE SEATS: THE INTERIOR OF A DAIMLER DE LUXE LANDAULETTE.

tion as applied to the car we are none of us agreed. Of course, the Lanchester is an expensive car, and one to which most of us cannot aspire. Nevertheless, it is a joy to behold, and I, for one, would not miss seeing it at the Show. The chassis will be the centre of interest to those who are capable



BUILT TO THE ORDER OF H.R.H. THE DUKE OF YORK: AN ARMSTRONG-SIDDELEY SIX-CYLINDER SALOON.

of judging niceties of design, while the marvelously comfortable coachwork will no doubt attract the more luxuriously and less mechanically inclined.

Efficient Talbot-Darracqs. Four Talbot-Darracq models are exhibited on Stand No. 283 at Olympia. These comprise



# THE FIFTEENTH MOTOR-SHOW, AND THE THIRD SINCE THE WAR: SOME NOTABLE EXHIBITS.



1. SHOWN BY MESSRS. MALCOLM CAMPBELL, LTD.: THE 20-H.P. MORS 90 BY 140, FITTED WITH SALOON BODY.
2. A FINE AMERICAN CAR: THE TWELVE-CYLINDER PACKARD.

3. FROM WOLVERHAMPTON: A 16-H.P. FOUR-CYLINDER SUNBEAM LANDAULETTE.
4. A THREE-QUARTER VIEW: THE 19.6-H.P. CROSSLEY CHASSIS.

5. FIT FOR AN EMPEROR: A ROLLS-ROYCE TOWN CARRIAGE.
6. A WONDERFUL NEW CAR: THE 8-H.P. TALBOT-DARRACQ CHASSIS.
7. WITH "IMSHI" CHASSIS: THE 11.9-H.P. MORRIS-COWLEY DE LUXE CAR.

8. A GOOD SPORTING CAR: THE 10-12-H.P. "D.F.P."
9. A CAR WHICH HAS PROVED ITS GOOD QUALITIES: THE EIGHT-CYLINDER TALBOT-DARRACQ.

This year's Motor Show at Olympia and the White City was arranged to open on November 4, and remain open till the 12th. Since last year's Show the popularity of road travel by motor-car, already great, has increased enormously: hence the new exhibition makes an almost universal appeal to public interest. During the war the Motor Show was in abeyance. That of 1919 was the first since 1913. The present one is the fifteenth since the event was originated.



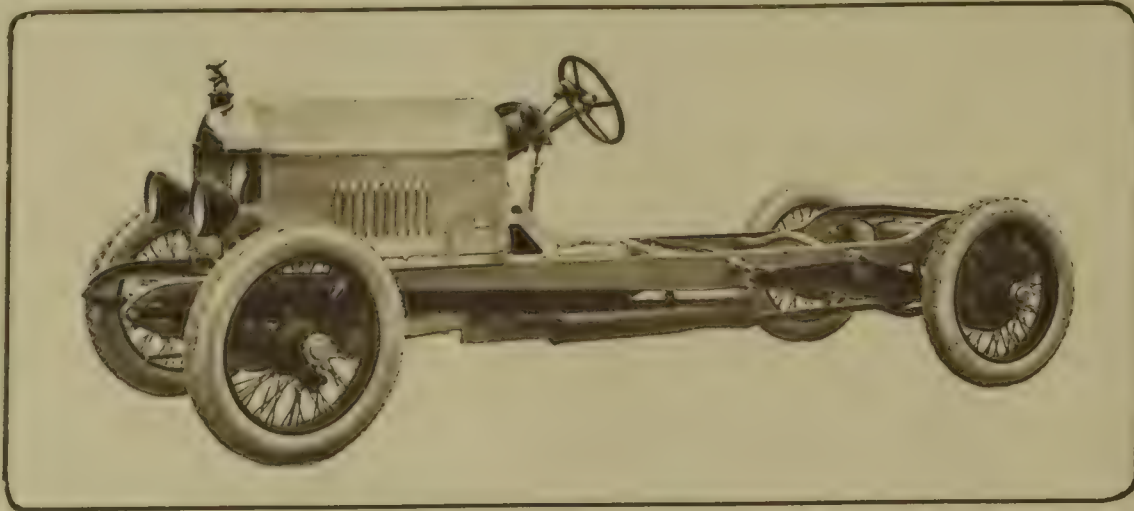
### A New Straker-Squire.

Probably the most successful car in its class in the far-off days before the war, the Straker-Squire "fifteen" makes a welcome reappearance this year at Olympia, on Stand No. 260. Judging from the manner in which it has been brought up to date both as regards the engine and chassis, it is a fitting stable-companion to the post-war "six." So far as the power-unit is concerned, improvements have been incorporated which give approximately 15 per cent. more power than previously, the bore measuring 90 mm. and the stroke 130 mm. Close upon 50 b.h.p. is developed. A single plate-clutch replaces the cone type previously employed, and a commendable improvement is the greater facility with which it can be dismantled. Four gears are provided, and ease of operation is ensured by undercutting the top-gear dog-clutch. The wheel-base has been extended to 9 ft. 9 in., and the track widened to 4 ft. 7½ in. Longer springs than hitherto of the semi-elliptic

a two or three-seater of the same power, with dickey-seat behind; a 20-25-h.p. five-seater touring model; and a seven-seater landaulette mounted on a similar chassis. Slight mechanical modifications have been introduced into the new models

type, and on all touring models the adjustable front seats, which can be altered to give the desired leg room by simply lifting a catch and sliding the seat backwards or forwards on runners. Commodious lockers are provided behind the valances on both sides for storing spare petrol and oil-tins, etc.

The seven-seater three-quarter landaulette which makes its initial appearance at the Show is of luxurious design throughout, and special attention may be called to the careful manner in which the comfort and convenience of the passengers has been studied. Accommodation is provided for three adults on the main seat in the rear compartment, two on tip-up seats attached to the partition at the rear of the driving-seat, and one in front



THE NEW P.A. TYPE: A NOTABLE STRAKER-SQUIRE CHASSIS.

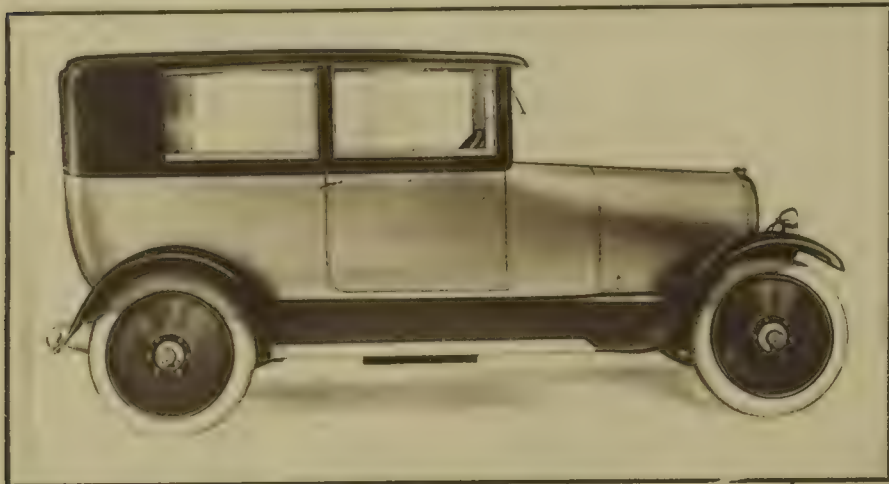
to keep them abreast of current progress, but the main features remain as hitherto. The principal alterations are seen in the standard coachwork, and two entirely new models in this respect will make their appearance at the Show.

Both types are practically identical so far as the chassis details are concerned, the only variation being in the dimensions of the components according to power. Both have four-cylinder engines, centrally controlled three-speed gear-boxes, fabric-faced cone-

alongside the driver. There are four doors, access being obtained to the driving position from either side. The hood is designed to fold right back with ease, and the interior is upholstered in Bedford cord.

**Anglo-American Overlands.** An American car which has, with justice, always been regarded as a good one is the

Overland, which is now being assembled from imported parts at the Willys-Overland-Crossley works at Chapel Heaton. It is, of course, a "production job," and thus does not vary a great deal in design year by year. Last year, however, we were given an entirely new model in the shape of the 18.9 Overland, which was very much in advance of previous cars of this mark. So successful has this proved in use that no change has been made from the practice introduced at the 1919 Show. Several examples of the Overland are shown at the firm's stand at Olympia, all of which are worth seeing by those whose inclinations



A MODEL OF ESPECIAL INTEREST: THE NEW INTERIOR-DRIVE RUSTON-HORNSBY.

type are used, and the final drive is now by spiral bevel. Extra large steel brake-drums are fitted. Numerous refinements will be observed throughout the chassis, notably the new type of aluminium dash, and the unique method of supporting the instrument-board by a tubular member through which all wires and pipes from the instruments to the engine are carried. The Autovac system of fuel is installed, and the electric-starter is a Rotax.

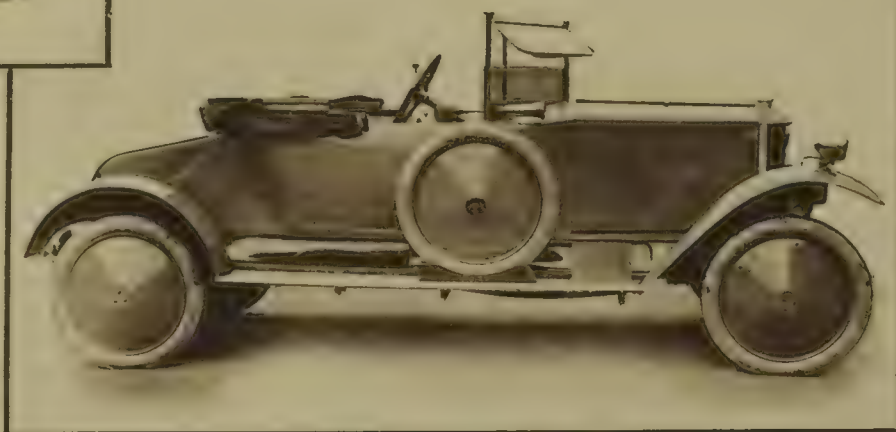
Considerable interest attaches to the new six-cylinder model, in view of the success it has achieved during the past two seasons in road and track events. The most notable feature of the new model is an even further increase in power output without any increase in the cubic capacity. Thus, although the chassis weight has been brought down to almost 17 cwt., the engine gives forth 85 b.h.p., and for taxation purposes is rated at 23.8 h.p. The increase in power has been effected by improvements to the overhead cam-shaft rocking gear and other details connected with the engine. The cylinders are cast separately, and the valves are operated by an overhead cam-shaft, driven from the crank-shaft by a vertical shaft with spiral gearing at either end. Aluminium alloy pistons are employed. The water-pump is situated on the near side of the engine, as is also the Thomson-Bennet magneto. A spur type oil-pump is fitted to the top half of the crank-case.

### Popular Ruston-Hornsby.

Four types of Ruston-Hornsby cars are shown. These include a standard 16-20-h.p. open touring car with new design of body-work having an exposed hood;

clutches, and spiral bevel drive. Hand and foot brakes operate through large expanding shoes on the rear hub-drums, and the three-quarter elliptic underslung rear springs are of sufficient length to ensure a very commendable degree of comfort. Semi-elliptics are fitted in front, and the Marles self-centring steering gear, which has given such excellent results during the past two seasons, is common to both models. The smaller car has an engine of 80-mm. bore and 130-mm. stroke; and the 20-25 h.p. a bore of 90 mm., and the same piston travel.

Features of the standard body-work are the concealed hood on the open examples of the larger



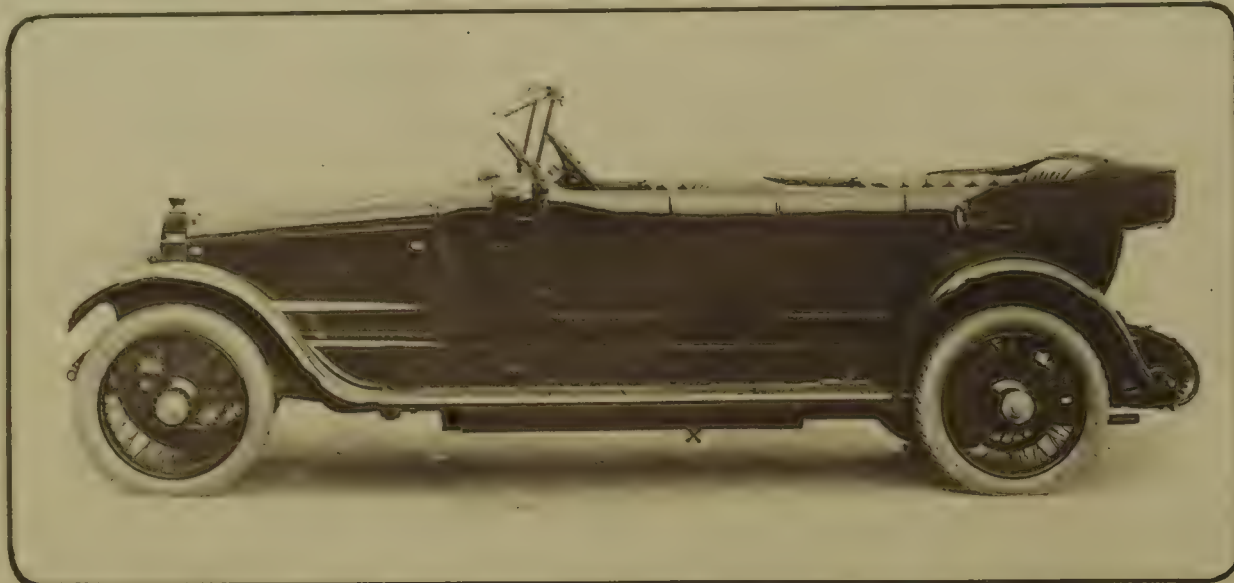
FOURTH IN THE 200-MILE SMALL-CAR RACE AT BROOKLANDS: A HORSTMAN TWO-SEATER.

turn to a full-powered car of proved reliability and low first cost. The Overland Stand number is 274.

**Crossley Cars.** Crossleys, who are located at

Stand No. 307 at Olympia, have been so successful during the year with the well-tried 25-30-h.p. R.F.C. model and the 19'6, introduced at the Show last year, that they continue to pin their faith to these two undoubtedly

fine cars. So far as it is possible to see, these models have not undergone any particular modification, and thus remain substantially as they were at the last Show. I can quite appreciate that there has been no need for change, since Crossleys were one of the few firms who, during the war, were kept busy on the building of cars for the War Office. The R.F.C. model was, as is generally known, very largely used by the Army



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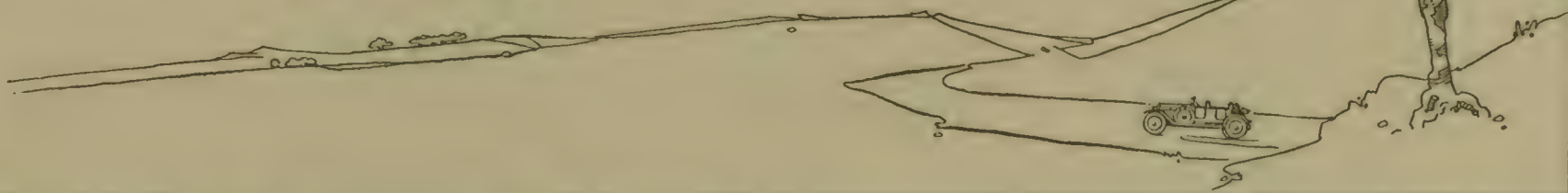
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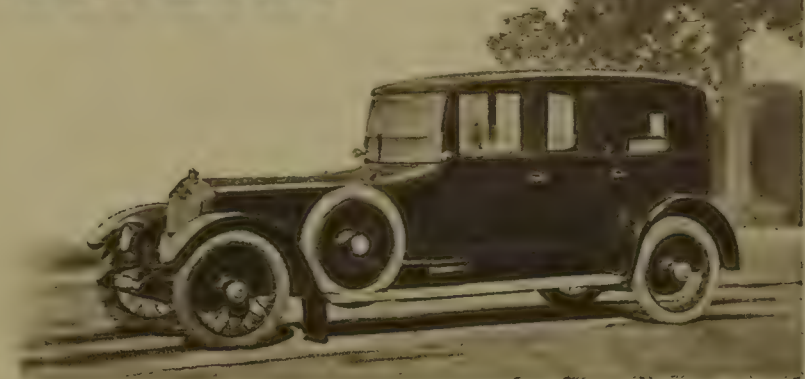
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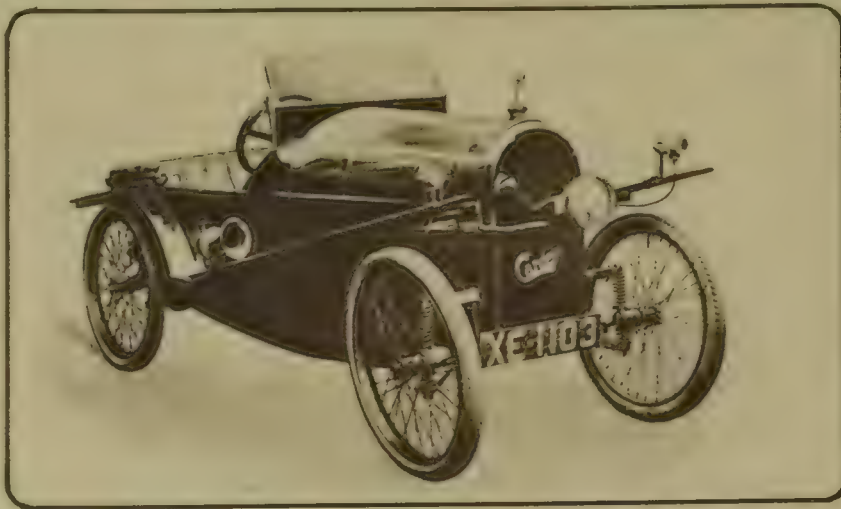
and I should say the number supplied ran into thousands rather than hundreds. With all the accumulated experience of the war years behind them, to say nothing of Crossleys having been very early in the industry, it would be passing strange if they had not got their cars as nearly right as anything can be in this imperfect world. Thus the fact that they have made no alterations indicates, not that they are unprogressive, but that they are rather in advance of the times. The 25-30 h.p. car is too well known to need any description. The 19'6 is a very interesting car, and inspection of the polished chassis will well repay the enquiring visitor. The complete exhibit consists of a 25-30 h.p. chassis and a standard landaulette, with the 19'6 in chassis trim, and a touring five-seater. Incidentally, it may be mentioned that the larger Crossley has been selected as the only official car to be used by the Prince of Wales and his staff during his Royal Highness's forthcoming Indian tour. A higher compliment than this could hardly be paid to any car, the more so as it is based on experience, the Crossley having also been used by the Prince throughout his Australian tour last year.

#### Invincible Talbots.

Talbots are showing four separate and distinct models at Stand No. 293 at Olympia. Two of these are old favourites—to wit, the 25-50-h.p., with its "four-inch" engine, and the popular 16-h.p. car, which was known before the war as the "Twelve." There are, however, two quite new cars exhibited by Talbots. One is the 14-h.p. chassis, which has a four-cylinder engine of 72-by-120 mm. bore and stroke, with overhead valves, aluminium cylinder block with steel liners, and a number of other features quite new to Clement-Talbot practice. A great deal of interest will centre on this new car, which seems to fill a very distinct niche in British motor-car production. The other new model is a simply wonderful little 8-h.p. car, with a tiny four-cylinder motor of 57-by-95 mm. bore and stroke. This is the car which, absolutely standard and exactly as it came out of the works, without any tuning up, was timed recently to lap at Brooklands at over 53 miles an hour, and covered the flying half-mile at well over sixty. Where the power comes from I do not profess to know, but it is there. Still, as it comes out of the same drawing-office as the wonderful Talbot-Darracqs which achieved such sensational racing successes in the Grand Prix des Voiturettes and in the "Two Hundred" at Brooklands, it is possibly not astonishing that such a power output as the speeds connote should be obtained from such tiny dimensions. Nobody ought to miss the Talbot exhibit.

**The Silent Mors.** A car I am particularly keen upon is the Mors, which is shown at Stand No. 35, White City, by the sole concessionaires, Messrs. Malcolm Campbell, Ltd. Unquestionably it is one of the very finest cars on the road, and one with which it is difficult for the most hypercritical of car judges to find a fault. I have before described it as being the best four-cylinder car I have driven, and this judgment has been confirmed by more than one critic who is even more exacting in his requirements than I. The new model 20'1-h.p. Mors is much improved in comparison with last year's car. The stroke has been lengthened by 10 mm., engine dimensions being now 90-by-140 mm. in place of 90-by-130 mm. Cylinders are cast monobloc instead of in pairs as formerly, and the engine is considerably more powerful than the older type. The car has a road speed of about 70 m.p.h. on a fuel consumption of between nineteen and twenty-one miles per gallon. One of these cars, standard

in every detail except for the fitting of aluminium pistons, attained an officially timed speed at Brooklands of 89½ m.p.h., which is pretty fast for a car of the type. I understand that front-wheel brakes on the Perrot system are to be fitted in



THE LOWEST-PRICED CAR IN THE SHOW: THE CARDEN, WHICH COSTS £165.

future, but the cars shown at the White City are not so equipped, and it will be some considerable time before these are available. It may be opportune to remark that, having had a good deal of experience of front-wheel brakes, I still have a very open mind regarding them. They have marked advantages of their own, but there are certain drawbacks as well. For road-racing they

bred. Nor is it expensive. At £495 as a two or a four-seater, the Albert represents about as good car value as can be found in the Show. A complete range of models is shown on Stand No. 240 at Olympia.

**A New Vauxhall.** The Vauxhall Company are retaining the two models which have brought them fame in past years—the

25-h.p. and the 30-98-h.p. chassis. These are virtually unaltered since the last Show, save that certain refinements of detail have been effected which all assist to make these very fine cars even better than they have been in the past. Considerable interest will be taken in a completely new Vauxhall model—the "Fourteen." This has been evolved to fulfil the unquestioned demand which has sprung up for a really good-class car, somewhat less powerful and lower in price and upkeep costs than the larger models with which the Vauxhall name has been hitherto associated. Incidentally, this is not the first 14-h.p. car which has borne the name. I think it was in 1908 that the 14-h.p. Vaux-

hall made a name which was second to none in its class, and which was a worthy predecessor of the larger cars which became the standard models in response to popular demand. Times change, however, and now Vauxhalls, among others, have found it essential to their policy to design this new chassis. And a very fine one it is. I doubt if there is anything in the Show of its power-rating to surpass it in clean design and meticulous care in production. I like this new car very much indeed, and am looking forward to a road trial soon after the Show, when I shall probably have a good deal to say about its performance.

**Sunbeam Developments.** A good many people wondered last year why

Sunbeams, who have had more experience than most in the production of aero engines, did not incorporate a good deal of the practice with which that type of design is associated in their cars. Others had done so, and the inference—which was, perhaps, too readily drawn—was that Sunbeams were not satisfied that aero practice was applicable to the car. As a matter of fact, Sunbeams are a firm that never leave anything to chance, and they have been carrying out a series of exhaustive experiments with a view to seeing how far that practice is applicable to the design of the motor vehicle. The result of these experiments is now to be seen in the completely new engine which is incorporated in their cars for 1922. The old side-by-side valve lay-out has been definitely abandoned in favour of overhead valves. The cylinder block is of cast aluminium, with steel cylinder



AN OLD FAVOURITE: A 25-50-H.P. TALBOT TOURING CAR.

are indispensable, but I don't know that I care so much about them for ordinary work. The Mors exhibit includes a stripped chassis, a standard four-seater, a very smart two-seater with boat-shaped body, and a handsome saloon. It most certainly ought not to be missed by any visitor



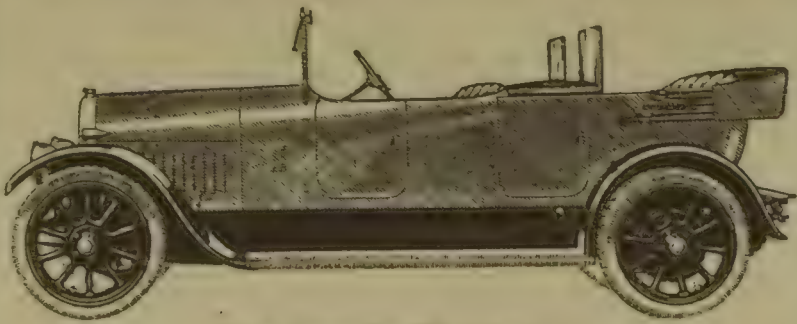
WITH ALL-WEATHER HOOD AND SIDE-CURTAINS EQUIPMENT: THE ALBERT FOUR-SEATER.

who can find pleasure in examining a really fine car.

#### Improved Alberts.

It is not many weeks since I recorded my impressions of the behaviour of the new 11'9-h.p. Albert model, which is known as the "G.3." I was very much and very favourably surprised by the





15.9 h.p. Tourer—The High Average Car.

## Stand 300 Olympia

THERE are some things at Olympia which you must not miss. The Humber Exhibit is one. Make a note of Stand 300 and reserve ample time for an inspection of the five handsome Cars there staged. Unsurpassed in their class, moderate in price and economical in fuel and upkeep, they may challenge comparison, while an entirely new note is struck in the All-Weather Feature attached to the open models—a real boon to Motorists. In a few seconds an open car can be converted into an All-weather vehicle, thoroughly wind and weatherproof. Another exclusive feature is the Rear Cowl and Screen Combination included in the specification of the 15.9 h.p. Touring Model.

11.4 h.p. 2-Seater (with double dickey seat)	-	£595
11.4 h.p. 4-Seater Touring Model	-	£620
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15.9 h.p. 5-Seater Touring Model	-	£850
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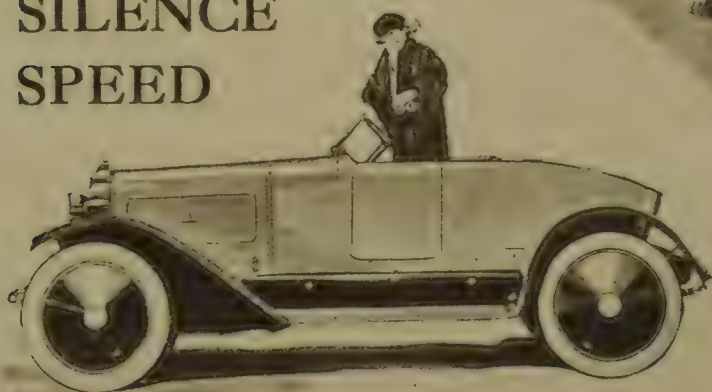
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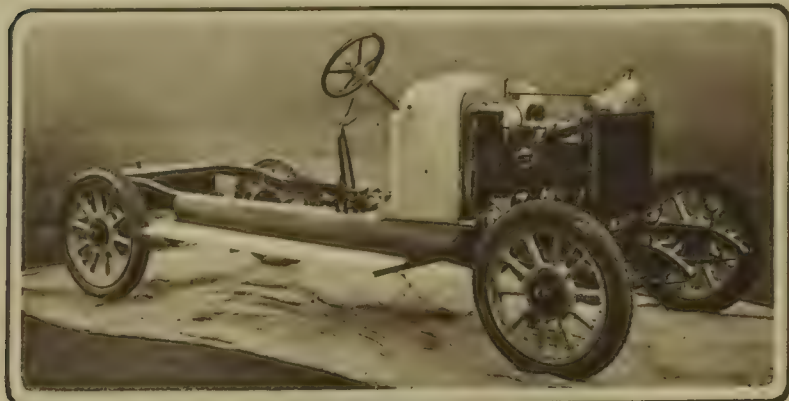
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liners, and the motor generally partakes more of the aero design than of what we have become accustomed to regard as conventional practice. I believe the result has been an enormous increase in the efficiency of the car—and no one who has followed the progress of Sunbeams can have any



A CHASSIS MUCH IN FAVOUR: THE "STANDARD" 11-H.P.

doubt that they were already making a car which was super-efficient in comparison with most.

The firm are introducing a completely new model in the shape of a 14-h.p. car, which is shown as a polished chassis and also as a four-seated touring car. The popular 16-h.p. model is retained, and figures also as a touring car. The six-cylinder "twenty-four" also is retained—as it should be—and is shown as a luxurious saloon car.

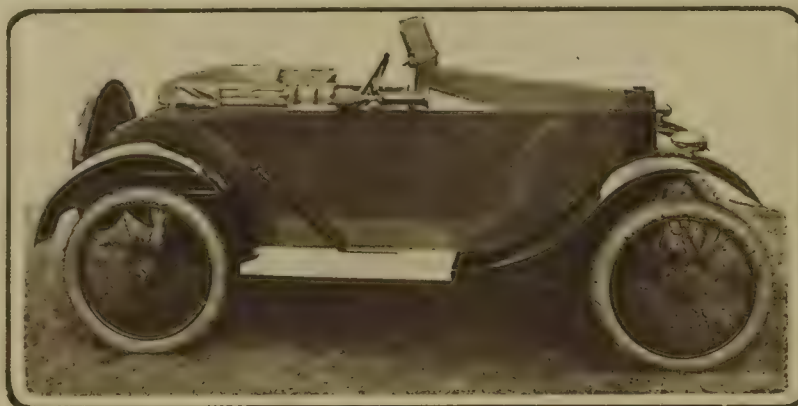
**Standard Motor Co., Ltd.** Peculiar interest attaches to the Standard exhibit, for an entirely new 8-h.p. model is shown alongside an improved rendering of the greatly appreciated 11-h.p. Standard light cars. The new chassis has a number of special features, and will be supplied either with a small and light yet roomy four-seated body, or as a two-seater with a comfortable double-dickey seat. The four-cylinder water-cooled engine, with a bore and stroke of 62 by 90 mm., has its valves in a detachable head, operated by push-rods and rockers. So long as the oil supply is occasionally replenished, lubrication of the engine is entirely automatic, and yet there are no external or internal pipes, no pump and no filter, the oil being circulated by a disc of special form rigidly attached to the rear end of the crankshaft. The overhead valve gear is lubricated by oil feed to the hollow rocker

shaft from a large container at the front end. Ignition is by the dynamo-battery system, the generator and distributor unit being gear-driven and located accessibly on the left of the crankcase. Electric lighting is provided by the same system; and the engine can be started either by the usual handle at the front, or from the seat by means of a long lever which serves to rotate the crank-shaft through cable linkage leading to a rack and free-wheel pinion. A dry single plate-clutch is used. The three-speed gear-box is formed as a unit with the front end of the propeller-shaft casing, being suspended at the front by a central spherical extension of the box through which the drive-shaft passes. This spherical support bearing is readily adjustable, and is automatically lubricated from the gear-box.

The final drive is by worm-gearing. The 11-h.p. Standard, of which so many have been made and sold during the past season, has been improved in many respects. It now has wider and considerably longer springs, the front one being 34 in., and the rear ones 45 in. in length; the wheel-track has been increased to 4 ft. 6 in.; the gear-box provides four speeds instead of three; and the worm-gearing in the back axle has been increased in size. But, by no means of least importance, the bore of the cylinders has been increased in diameter from 68.5 to 75 mm., thus giving the engine a cubic capacity of 1930 c.c. This variation has been made primarily to enable the excellent road performance of the 1921 model to be maintained, despite the slight additional weight which the other modifications have imposed. Actually road performance has been improved; and yet in fuel and oil consumption the car remains as economical as hitherto.

#### All-Weather Humbers.

Humbers this year are at Olympia, at Stand No. 300, where are displayed three examples of the popular 11.4-h.p. car, and two of the 15.9-h.p. type. There is little in the way of chassis alteration to be noted, both of these cars remaining substantially as we saw them a year ago. Considerable advance, however, has been made in coachwork details, particularly with a view to rendering the car more convenient and comfortable as an all-weather vehicle. Humbers have evolved a new type of hood, by means of which the open car can be easily and quickly converted into an "all-weather" conveyance. This hood is thoroughly wind and weather-proof, and is clean and attractive in appearance. When the hood is erected complete with the side panels, etc., it is taut and tidy-looking, and there is nothing to detract from the general harmony of outline. It serves its purpose equally as well as an all-enclosed body. The side panels, it should be observed, are fitted with non-inflammable celluloid lights supported by aluminium frames concealed by the fabric covering. The light in the rear of the hood is also made from this special non-inflammable celluloid. When the panels are fitted into position they lie snugly against the inner fabric fillet, thereby effecting an absolutely weather-proof joint. They are rigid in use, and those fitted to the



WITH THREE-SPEED AND REVERSE GEAR-BOX AND CHAIN-TRANSMISSION BY BRAMPTON SPRING CHAIN: THE "BLERIOT WHIPPET," 1922 MODEL.

doors are provided with a flat metal arm, which slides into a socket in the door, the front panels being additionally secured to the wind-screen upright. All doors open easily and to their full extent, with the side panels in position. They serve a double purpose, for their stiff construction renders

## Have you seen the New Albert features?

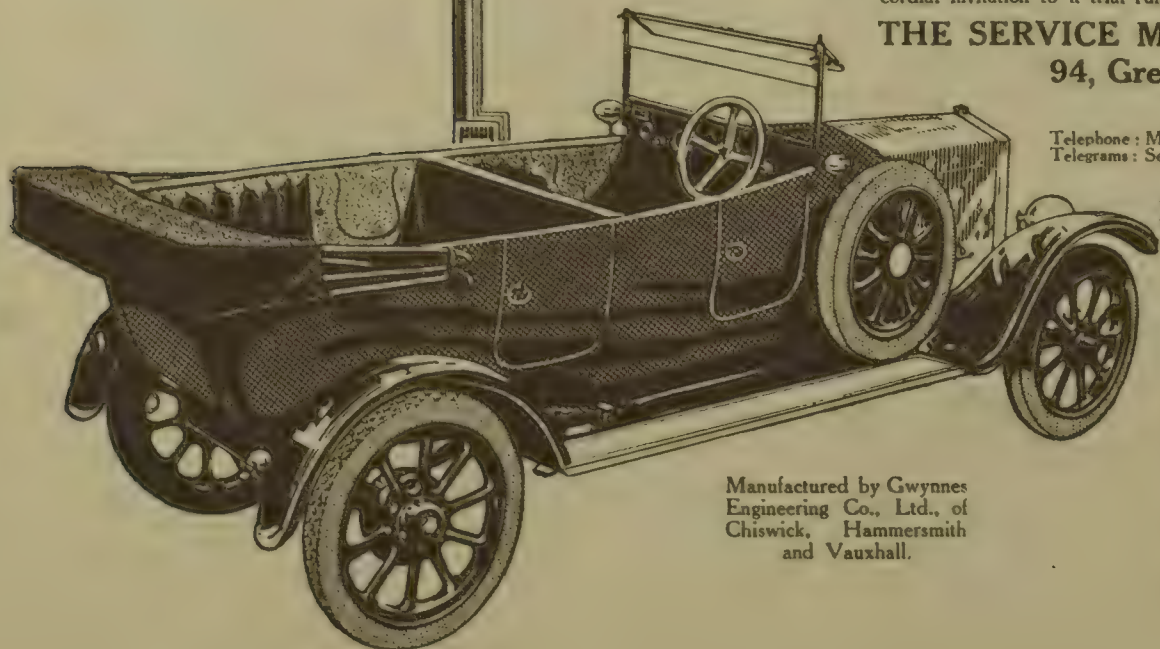
If you liked the old Model (G.2), the new and improved "Albert" will make you want to own one at once. The lengthened and strengthened chassis enables you to corner at quite high speeds without rolling, and reduces skidding tendencies, while the improved springing really does smooth out the roads in a wonderful manner.

### The New Albert

wins the heart of the appreciative motorist at once by its delightful ease of handling, while its smooth running, flexible engine; sensitive steering and capable brakes at once give confidence to the inexperienced. It is always under the complete control of the driver. The Model illustrated below can be converted in three minutes from a comfortable open Tourer to the equivalent of a Saloon Limousine, free from rattles and draughts. We extend to you a cordial invitation to a trial run on the New Model.

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**STAND  
240  
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### 11.9 h.p. Cars

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ON the Morris Stand, facing the Hammer-smith Road entrance at Olympia, will be found some astonishing price-tickets.

Such sound quality in high-grade cars of repute, at such low prices, is *definitely beyond comparison.*

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## OLYMPIA SHOW

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# Ruston-Hornsby

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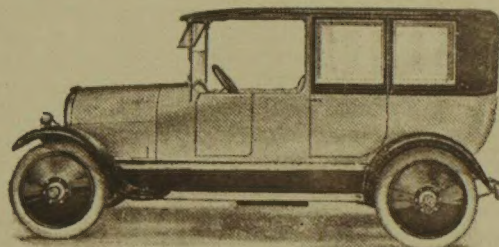
Models on Stand

**297**

EVERY Ruston-Hornsby car will give the maximum satisfaction to its owner. The petrol consumption is astonishingly low for a car of its power and size, whilst a speed of over 50 miles an hour can be secured without undue effort. These points combined with the comfort and roominess of the body, explain the enviable position the Ruston-Hornsby holds as the ideal Owner-Driver's car.

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LANDAULETTE £595

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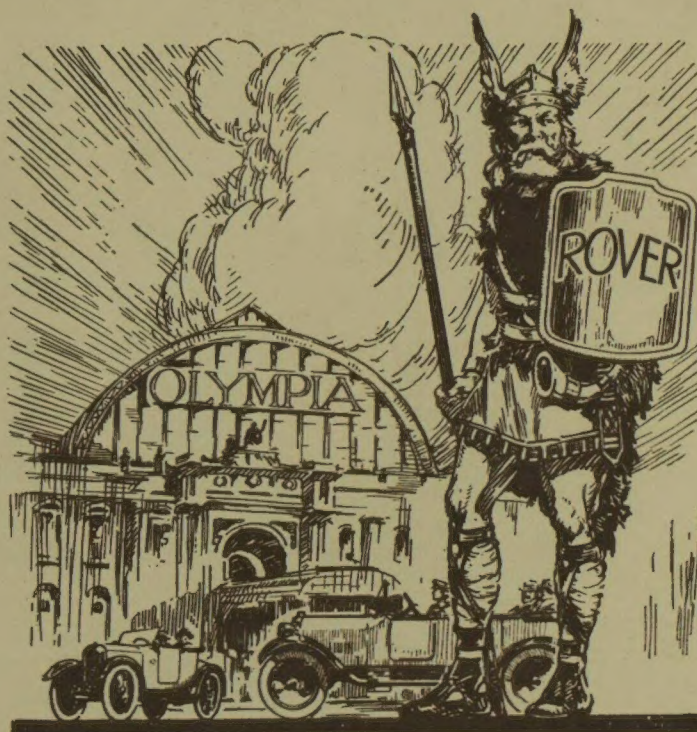
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IS AT THE MOTOR SHOW, STAND 287, OLYMPIA.

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12 h.p. ROVER TWO-SEATER, £625 12 h.p. ROVER FOUR-SEATER, £650  
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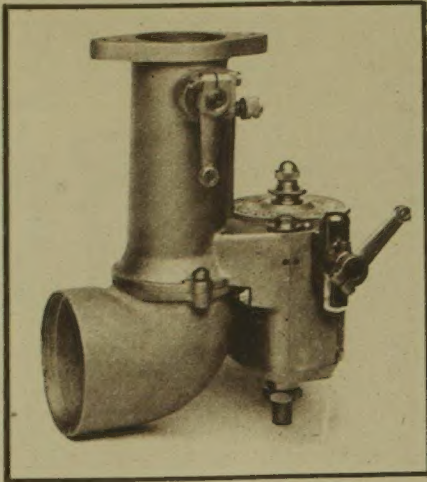


them ideal for use as side screens when the hood is down. Excellent storage is provided for them, when not in use, in a receptacle under the front seat.

The Humber has undoubtedly been one of the cars of the year, and I should say that the uniform excellence of performance and the dependability of the car, allied to the sound commercial policy of the firm, will contribute to still further success next year. Always interesting, the Humber exhibit at Olympia possesses more than usually attractive features, and ought not to be missed by the Show visitor who really desires to see all that is best in the exhibition.

#### A New Zenith Carburetter.

Almost every motorist knows the Zenith carburetter, since there are probably more Zeniths in use than of any other make. This year the makers are introducing a new type of carburetter, for which wonderful results are claimed. Essentially this new carburetter has all the characteristics of the familiar Zenith; but where it differs is that in place of the single choke-tube the new model has no fewer than three, arranged concentrically one within the other. In practice the effect of this arrangement is that the petrol is fed to the inner and smaller choke-tube, or "diffuser," through which a column of air, moving at a very high velocity, is passing. This pulverises the petrol and breaks it up into a fine spray. Immediately the mixture has passed out of the small tube, it is caught up by a second air-stream passing through the middle diffuser, which is moving with a somewhat lower velocity.



THE NEW TRIPLE-DIFFUSER ZENITH CARBURETTER.

retter than up the other, which is very common with a number of instruments. It is a very interesting departure in carburetter design, and one I hope to try out before long.

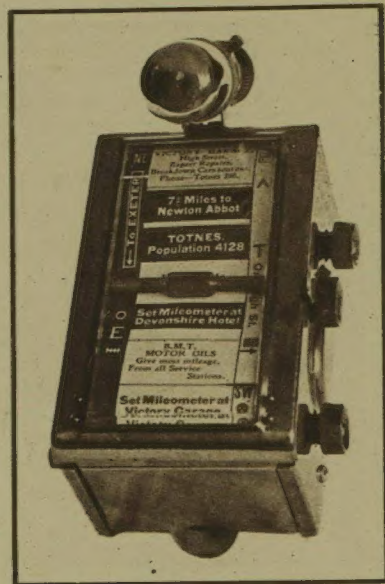
#### Brown Brothers' Accessories.

The motorist intent upon the selection of what is newest and best in car equipment will naturally make for the exhibit of Messrs. Brown Brothers in the Gallery at Olympia. There he will find everything he can want—to attempt to particularise among so much that is interesting and useful would be hopeless. Reference should be made, however, to such aids to motoring as the Duco spring gaiter—pioneer of all the devices which are so popular now for the protection of the springs of the car; the Gabriel rebound snubber, which is one of the best of shock-absorbers, particularly for use on light cars; and the Brolt lighting equipment—everything from the dynamo and the engine-starter to the tiniest of electric lamps for use inside the car. There is nothing in the way of accessories that cannot be

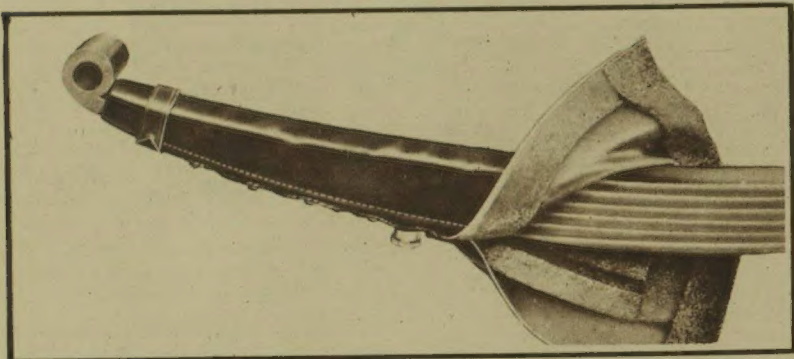
This fuel "mist" is readily picked up by the remainder of the air necessary to maintain the correct quality of mixture which is passing through the large choke-tube at low velocity. It is claimed that, through having three streams of air at different velocities, great turbulence is set up in the mixture, which not only makes it homogeneous, but greatly aids distribution, as there is not a richer mixture going up one side of the carburetter than up the other, which is very common with a number of instruments. It is a very interesting departure in carburetter design, and one I hope to try out before long.

seen here—hence the popularity of this exhibit year by year.

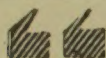
"Road Guides." The automatic road guide known as the Mileometer is exhibited by Road Guides, Ltd., of Long Acre, W.C.2., for the first time at the Show, where working models afford visitors an opportunity of seeing how this ingenious device operates. Obviously the motorist who can tour the country independent of direction signs, and who need not look beyond the instrument-board of his own car to find which way to turn, no matter what his objective may be, is in a very fortunate position. This is virtually the claim made on behalf of the Mileometer, which is reputed to do everything in the way of route guidance that the most exacting tourist can demand. It is made to fit on the instrument-board or on the steering-column, where it is in full view of the driver, and is driven through a flexible shaft from a worm on the near-side road wheel, the gearing being low enough to record within a four-inch space on the dial the features of a mile of roadway. These are shown on a tape running on a couple of spools; and as the car proceeds forward the tape unwinds from the one spool to the other, always showing the characteristics of the route for a mile in advance. The position of the car is indicated by a mark on the glass dial, and another mark shows a point on the road a mile ahead. Although a positive form of drive is provided, ample provision is made for adjustment, and the instrument can be reversed and put in or out of action at will.



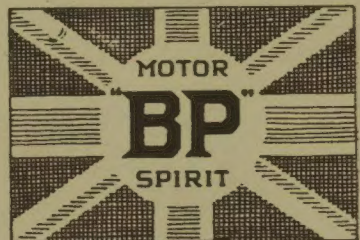
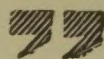
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THE MOTOR  
EXHIBITION  
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WHITE CITY



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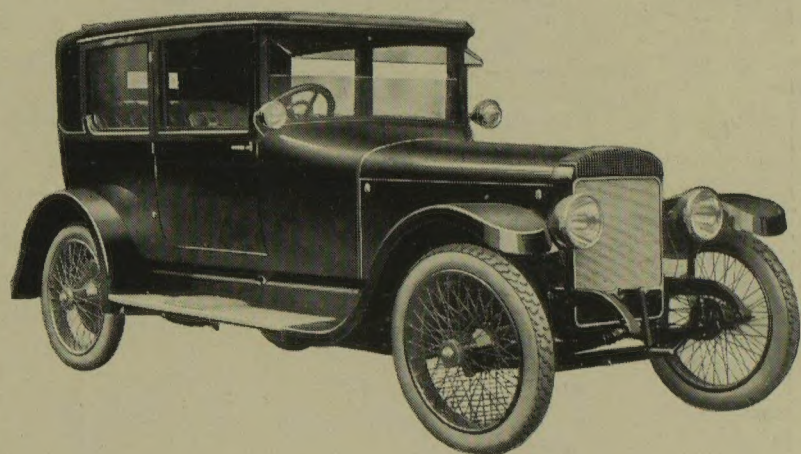
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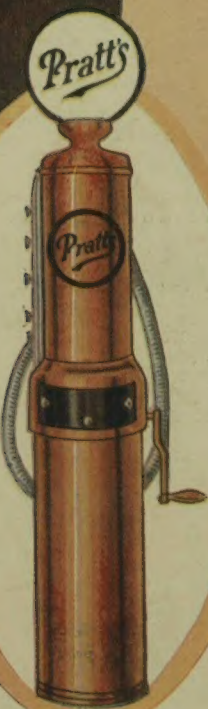
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